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GENERAL AVIATION ACTIVITY AND AVIONICS SURVEY(U)
FEDERAL AVIATION ADMINISTRATION WASHINGTON DC OFFICE OF
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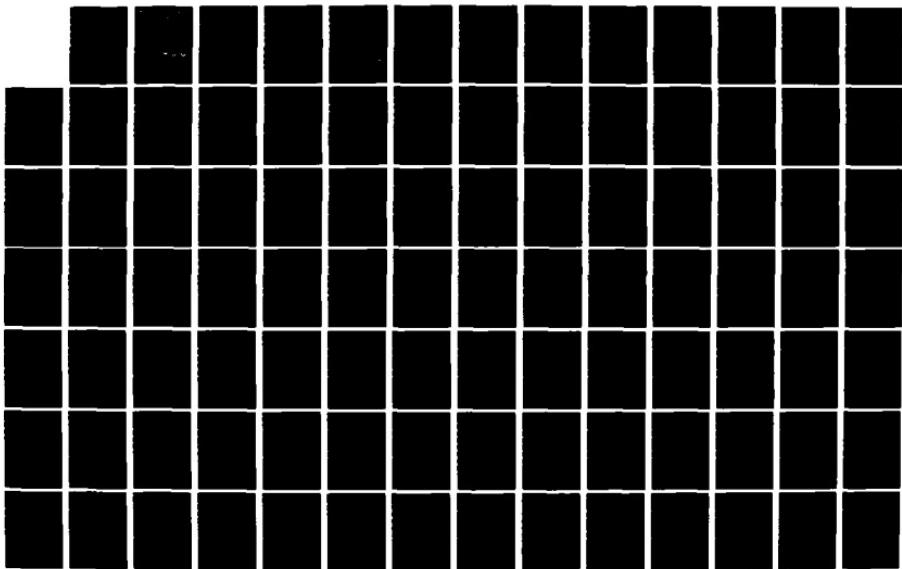
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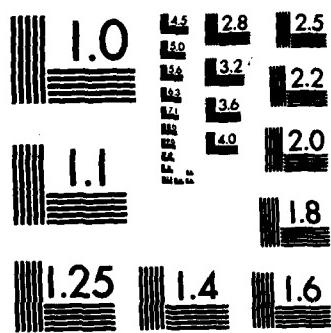
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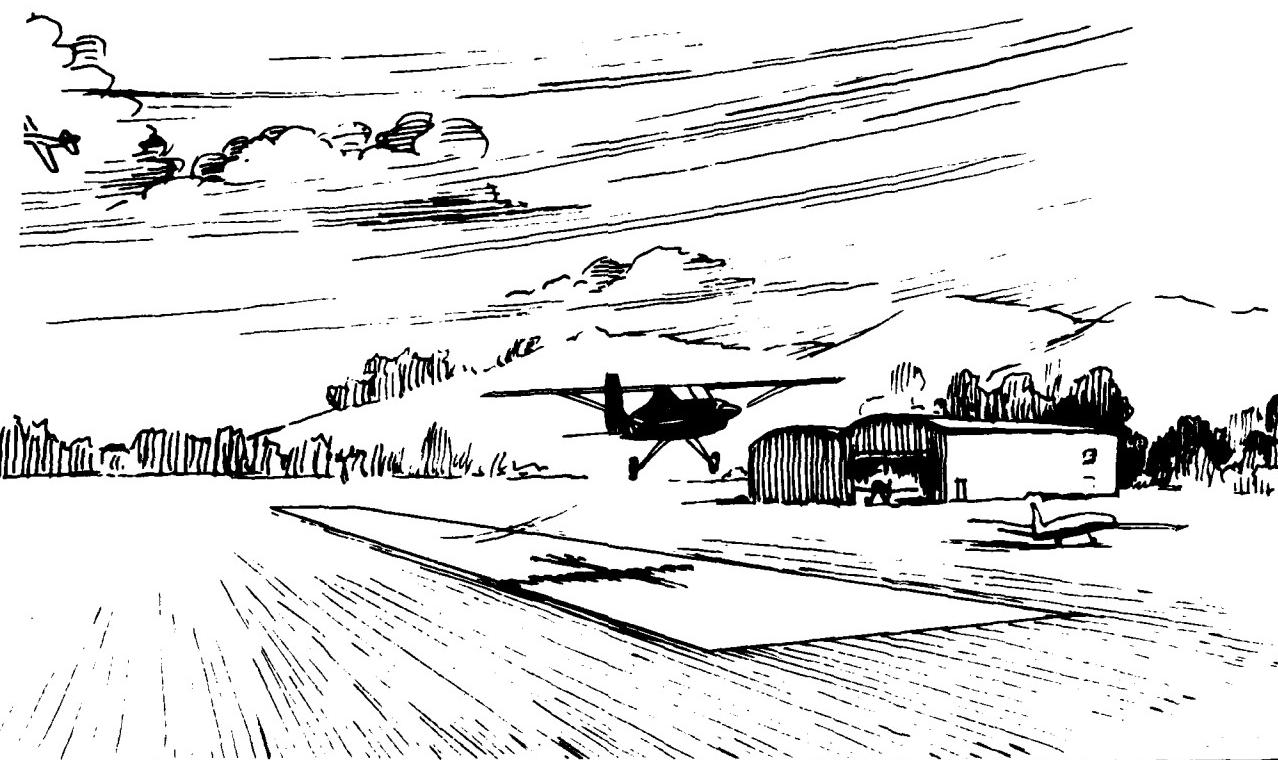
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General Aviation Activity and Avionics Survey

Annual Summary Report 1981 Data

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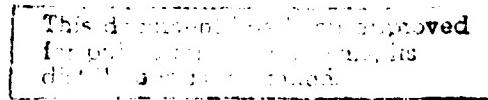
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16. Abstract This report presents the results and a description of the 1981 General Aviation Activity and Avionics Survey. The survey was conducted during 1982 by the FAA to obtain information on the activity and avionics of the United States registered general aviation aircraft fleet, the dominant component of civil aviation in the U.S. The survey was based on a statistically selected sample of about 8.9 percent of the general aviation fleet and obtained a response rate of 61 percent. Survey results are based upon responses but are expanded upward to represent the total population.			
Survey results revealed that during 1981 an estimated 40.7 million hours of flying time were logged by the 213,226 active general aviation aircraft in the U.S. fleet, yielding a mean annual flight time per aircraft of 188.1 hours. The active aircraft represented about 83 percent of the registered general aviation fleet. The report contains breakdowns of these and other statistics by manufacturer/model group, aircraft type, state and region of based aircraft, and primary use. Also included are fuel consumption, lifetime airframe hours, avionics, and engine hours estimates. In addition, tables are included for detailed analysis of the avionics capabilities of GA fleet. <i>(Signature)</i>			
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METRIC CONVERSION FACTORS

PREFACE

This report presents the results of the 1981 General Aviation Activity and Avionics Survey. The survey is the continuation of a FAA data collection program to gain information on the activities and avionics equipment of the general aviation aircraft fleet. The results represent the cumulative effort of several agencies within the Department of Transportation. Within the FAA, the Information and Statistics Division sponsored and coordinated the activities associated with the survey, ran the system during survey production, and analyzed the survey results. The Transportation Systems Center (TSC), under Project Plan Agreement with the FAA, developed the sample design and computer system for sample selection, data editing and estimation of results, and prepared previous survey reports. TSC also transferred the survey responses to machine readable forms for the 1980 and 1981 surveys, a task that was performed by the Mike Monroney Aeronautical Center in previous surveys. The Transportation Computer Center was responsible for printing names, addresses, and aircraft information on the survey questionnaires.

The authors would like to acknowledge contributions to this report by : Nicholas Soldo and Carolyn Edwards, AMS-220, who guided the project and reviewed the report text; Marilyn Marotta of Systems Development Corporation who updated the computer programs for the 1981 survey; and Kevin Mattingly, also of SDC, who performed the production runs to produce the estimates in this report.

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EXECUTIVE SUMMARY

This report presents the results of the fifth General Aviation Activity and Avionics Survey, conducted in 1982 by the Federal Aviation Administration to obtain information on the activities and avionics of the 1981 general aviation aircraft fleet, the major component of civil aviation in the United States. The FAA selected a statistically designed sample of about 8.9 percent of the registered general aviation fleet to participate in the survey. The sampled aircraft represented all states and FAA regions, and all of the major manufacturer/model groups of aircraft. The survey was conducted through a mailed questionnaire, yielding in total a response rate of 61 percent.

Some important survey findings appear below:

- o An estimated 40.7 million hours of flying time were logged by the 213,226 active general aviation aircraft in the U.S. fleet during 1981. These aircraft had a mean annual flight time per aircraft of 188.1 hours and represented about 83 percent of the registered general aviation fleet.
- o Turboprop aircraft flew over 470 hours per aircraft during 1981, more than any other aircraft type. Moreover, twin engine turboprops with thirteen or more seats flew almost 1000 hours per aircraft. In contrast, single engine piston powered aircraft averaged about 166 hours per aircraft during the year.
- o The most common primary use of a general aviation aircraft was personal for an estimated 45 percent of the active fleet, followed by business for 22 percent of the fleet, and executive for 9 percent of the fleet.
- o The most populous region in terms of based aircraft was the Great Lakes Region, housing an estimated 19 percent of all registered general aviation aircraft, followed closely by the Western Region with 18 percent. The most populous state was California, housing 14 percent of the registered aircraft.
- o Over 81 percent of the general aviation aircraft had two-way VHF communication equipment, 62 percent were equipped with 4096-code transponders, about 54 percent had at least one component of an instrument landing system, and 78 percent had some form of navigation equipment.

- o An estimated 23 percent of general aviation aircraft had avionics equipment enabling them to fly above 18,000 feet in positive controlled airspace. Approximately 70 percent of the GA fleet could not fly above 12,500 feet due to avionics limitations alone.
- o An estimated 41 percent of the active general aviation fleet flew by instrument flight rules (IFR) at some time during 1981.
- o The general aviation aircraft fleet consumed an estimated 1,247 million gallons of fuel during 1981, 489 million gallons of aviation gasoline and 759 million gallons of jet fuel.

TABLE OF CONTENTS

<u>Section</u>		
1.	INTRODUCTION	1-1
1.1	General	1-1
1.1.1	Purpose of Survey	1-1
1.1.2	Background	1-1
1.2	Survey Coverage	1-3
1.2.1	Aircraft	1-3
1.2.2	Geographic	1-4
1.2.3	Content	1-4
1.3	Survey Method	1-4
1.4	Summary of Survey Results	1-5
1.4.1	National Scene	1-5
1.4.2	Results by Aircraft Type	1-9
1.4.3	Results by Primary Use	1-13
1.4.4	Results by FAA Region	1-13
1.4.5	Results by Avionics Capability ...	1-18
1.4.5.1	Individual Avionics Components	1-18
1.4.5.2	Avionics Capability Groups	1-18
1.4.6	Other Results	1-28
2.	TABLES OF RESULTS	2-1
	APPENDIX A	A-1
A.1	First Mailing Cover Letter	A-1
A.2	Second Mailing Cover Letter	A-2
A.3	Survey Questionnaire	A-3
	APPENDIX B. Sample Design	B-1
B.1	Sample Frame and Size	B-1
B.2	Description of Sample Design	B-2
B.3	Error	B-8
B.3.1	Sampling Error	B-8
B.3.2	Non-Sampling Error	B-9

TABLE OF CONTENTS

Section

APPENDIX C. Federal Aviation Administration Regional Boundaries	C-1
APPENDIX D. SDR Aircraft Group Name - FAA Manufacturer/Model Code Table ...	D-1
APPENDIX E. SDR Engine Group Name - FAA Manufacturer/Model Code Table ...	E-1
REFERENCES	R-1

LIST OF ILLUSTRATIONS

<u>Figure</u>		<u>Page</u>
1.1	A CONTRAST OF GENERAL AVIATION AND AIR CARRIER ACTIVITY IN 1981	1-2
1.2	GENERAL AVIATION ACTIVE FLEET SIZE 1977-1981 ..	1-7
1.3	GENERAL AVIATION TOTAL FLYING TIME 1977-1981 ..	1-8
1.4	MEAN ANNUAL FLYING TIME PER ACTIVE GENERAL AVIATION AIRCRAFT 1977-1981	1-9
1.5	1981 GENERAL AVIATION ACTIVITY MEASURES BY AIRCRAFT TYPE	1-12
1.6	1981 MEAN FUEL CONSUMPTION RATES BY AIRCRAFT TYPE	1-14
1.7	1981 ESTIMATED FUEL CONSUMPTION BY AIRCRAFT TYPE	1-15
1.8	1981 GENERAL AVIATION ACTIVITY MEASURES BY PRIMARY USE	1-16
1.9	1981 GENERAL AVIATION ACTIVITY MEASURES BY FAA REGION	1-17
1.10	AVIONICS EQUIPMENT IN THE 1981 GENERAL AVIATION AIRCRAFT FLEET	1-19
1.11	GENERAL AVIATION ACTIVE AIRCRAFT IFR FLOWN AND TRANSPONDER EQUIPPED IN 1981	1-20
B.1	COMPARISON OF POPULATION AND SAMPLE DISTRIBUTIONS BY AIRCRAFT TYPE	B-5
B.2	COMPARISON OF POPULATION AND SAMPLE DISTRIBUTIONS BY REGION OF REGISTERED AIRCRAFT	B-6

LIST OF TABLES

<u>Table</u>		<u>Page</u>
1-1	SUMMARY OF RESPONSE INFORMATION BY SURVEY PHASE	1-5
1-2	GROWTH OF GENERAL AVIATION TOTAL HOURS FLOWN BY AIRCRAFT TYPE 1977-1981	1-10
1-3	GROWTH OF ACTIVE GENERAL AVIATION FLEET BY AIRCRAFT TYPE 1977-1981	1-11
1-4	HIERARCHICAL CAPABILITY GROUPS	1-22
1-5	NON-HIERARCHICAL CAPABILITY GROUPS	1-25
1-6	COMPUTED AIRCRAFT TYPE	1-27
2-1	GENERAL AVIATION TOTAL HOURS FLOWN BY TYPE OF AIRCRAFT - CY 1981	2-2
2-2	GENERAL AVIATION TOTAL HOURS FLOWN BY STATE OF BASED AIRCRAFT - CY 1981	2-4
2-3	GENERAL AVIATION TOTAL HOURS FLOWN BY REGION OF BASED AIRCRAFT - CY 1981	2-7
2-4	GENERAL AVIATION TOTAL HOURS FLOWN BY AIRCRAFT TYPE AND PRIMARY USE - CY 1981	2-8
2-5	GENERAL AVIATION ANNUAL HOURS BY SDR AIRCRAFT MANUFACTURER/MODEL GROUP - CY 1981	2-11
2-6	GENERAL AVIATION ACTIVE AIRCRAFT BY TYPE OF AIRCRAFT - CY 1981	2-27
2-7	GENERAL AVIATION ACTIVE AIRCRAFT BY STATE OF BASED AIRCRAFT - CY 1981	2-29
2-8	GENERAL AVIATION ACTIVE AIRCRAFT BY REGION OF BASED AIRCRAFT - CY 1981	2-33
2-9	GENERAL AVIATION AIRCRAFT BY TYPE OF AIRCRAFT AND PRIMARY USE - CY 1981	2-34
2-10	GENERAL AVIATION ACTIVE AIRCRAFT IFR FLOWN AND TRANSPONDER EQUIPPED - CY 1981	2-38
2-11	GENERAL AVIATION ACTIVE AIRCRAFT BY SDR AIRCRAFT MANUFACTURER/MODEL GROUP - CY 1981 ...	2-40

LIST OF TABLES
(CONTINUED)

<u>Table</u>		<u>Page</u>
2-12	GENERAL AVIATION AVIONICS EQUIPMENT BY AIRCRAFT TYPE - CY 1981	2-57
2-13	GENERAL AVIATION AVIONICS EQUIPMENT BY STATE OF BASED AIRCRAFT - CY 1981	2-65
2-14	GENERAL AVIATION AVIONICS EQUIPMENT BY REGION OF BASED AIRCRAFT - CY 1981	2-82
2-15	GENERAL AVIATION AVIONICS EQUIPMENT BY PRIMARY USE - CY 1981	2-86
2-16	GENERAL AVIATION LIFETIME AIRFRAME HOURS BY AIRCRAFT MANUFACTURER AND MODEL - CY 1981	2-92
2-17	GENERAL AVIATION MEAN HOURS AND ACTIVE ENGINES BY ENGINE MANUFACTURER/MODEL GROUP - CY 1981	2-106
2-18	GENERAL AVIATION FUEL CONSUMED BY TYPE OF AIRCRAFT - CY 1981	2-109
2-19	NON-HIERARCHICAL VS. HIERARCHICAL CAPABILITY GROUPS - CY 1981.....	2-110
2-20	HIERARCHICAL GROUPS - PRIMARY USE VS. CAPABILITY GROUP - CY 1981.....	2-112
2-21	HIERARCHICAL GROUPS - HOURS FLOWN VS. CAPABILITY GROUP - CY 1981.....	2-114
2-22	HIERARCHICAL GROUPS - AGE OF AIRCRAFT VS. CAPABILITY GROUP - CY 1981.....	2-116
2-23	HIERARCHICAL GROUPS - COMPUTED AIRCRAFT TYPE VS. CAPABILITY GROUP - CY 1981.....	2-118
2-24	HIERARCHICAL GROUPS - BASE AIRPORT REGION VS. CAPABILITY GROUP - CY 1981.....	2-120
2-25	NON-HIERARCHICAL GROUPS - PRIMARY USE VS. CAPABILITY GROUP - CY 1981.....	2-122
2-26	NON-HIERARCHICAL GROUPS - HOURS FLOWN VS. CAPABILITY GROUP - CY 1981.....	2-124

LIST OF TABLES
(CONTINUED)

<u>Table</u>		<u>Page</u>
2-27	NON-HIERARCHICAL GROUPS - AGE OF AIRCRAFT VS. CAPABILITY GROUP - CY 1981.....	2-126
2-28	NON-HIERARCHICAL GROUPS - COMPUTED AIRCRAFT TYPE VS. CAPABILITY GROUP - CY 1981	2-128
2-29	NON-HIERARCHICAL GROUPS - BASE AIRPORT REGION VS. CAPABILITY GROUP - CY 1981	2-130
B-1	SAMPLE AND POPULATION DISTRIBUTIONS BY AIRCRAFT TYPE	B-3
B-2	SAMPLE AND POPULATION DISTRIBUTIONS BY REGION OF REGISTERED AIRCRAFT	B-4
B-3	CONFIDENCE OF INTERVAL ESTIMATES	B-9
B-4	RESPONSE RATES BY REGION	B-12
B-5	RESPONSE RATES BY AIRCRAFT TYPE	B-12
C-1	FAA REGIONAL BOUNDARIES	C-1
D-1	SDR AIRCRAFT GROUP NAME - FAA MANUFACTURER/ MODEL CODES	D-1
E-1	SDR ENGINE GROUP NAME - FAA MANUFACTURER/ MODEL CODES	E-1

1. INTRODUCTION

1.1 GENERAL

1.1.1 Purpose of Survey

The purpose of the General Aviation Activity and Avionics Survey is to provide the Federal Aviation Administration (FAA) with information on the activity and avionics of the general aviation fleet. Figure 1.1 underscores the importance of general aviation to the United States civil air fleet. During calendar year 1981 general aviation composed almost 99 percent of the U.S. civil air fleet¹, accounted for 83 percent of civil operations at FAA towered airports², and logged over 83 percent of the total hours flown by the U.S. civil air fleet. The information obtained from the survey enables the FAA to monitor the general aviation fleet so that it can, among other activities, anticipate and meet demand for National Airspace System facilities and services, assess the impact of regulatory changes on the general aviation fleet, and implement measures to assure the safe operation in the airspace of all aircraft.

1.1.2 Background

Prior to the current survey method, the FAA used the Aircraft Registration Eligibility, Identification, and Activity Report, AC Form 8050-73, in its data collection program on general aviation activity and avionics. The form, sent annually to all owners of civil aircraft in the U.S., served two purposes: (1) Part 1 was the mandatory aircraft registration renewal form; (2) Part 2 was voluntary and applied to general aviation aircraft only, asking questions on the owner-discretionary characteristics of the aircraft such as flight hours, avionics equipment, base location, and use. In 1978, the FAA

¹Census of U.S. Civil Aircraft, Calendar Year 1981, U.S. Department of Transportation, Federal Aviation Administration, (Washington, DC, 1982), p.4.

²"FAA Air Traffic Activity, Calendar Year 1981 Report," Federal Aviation Administration, (Washington, DC, 1982).

Note: General aviation as used in this report combines both general aviation and air taxi from the source above.

³Air Carrier: Census of U.S. Civil Aircraft, Calendar Year 1981, U.S. Department of Transportation, Federal Aviation Administration, (Washington, DC, 1982), p. 21. General Aviation: Table 2.4.

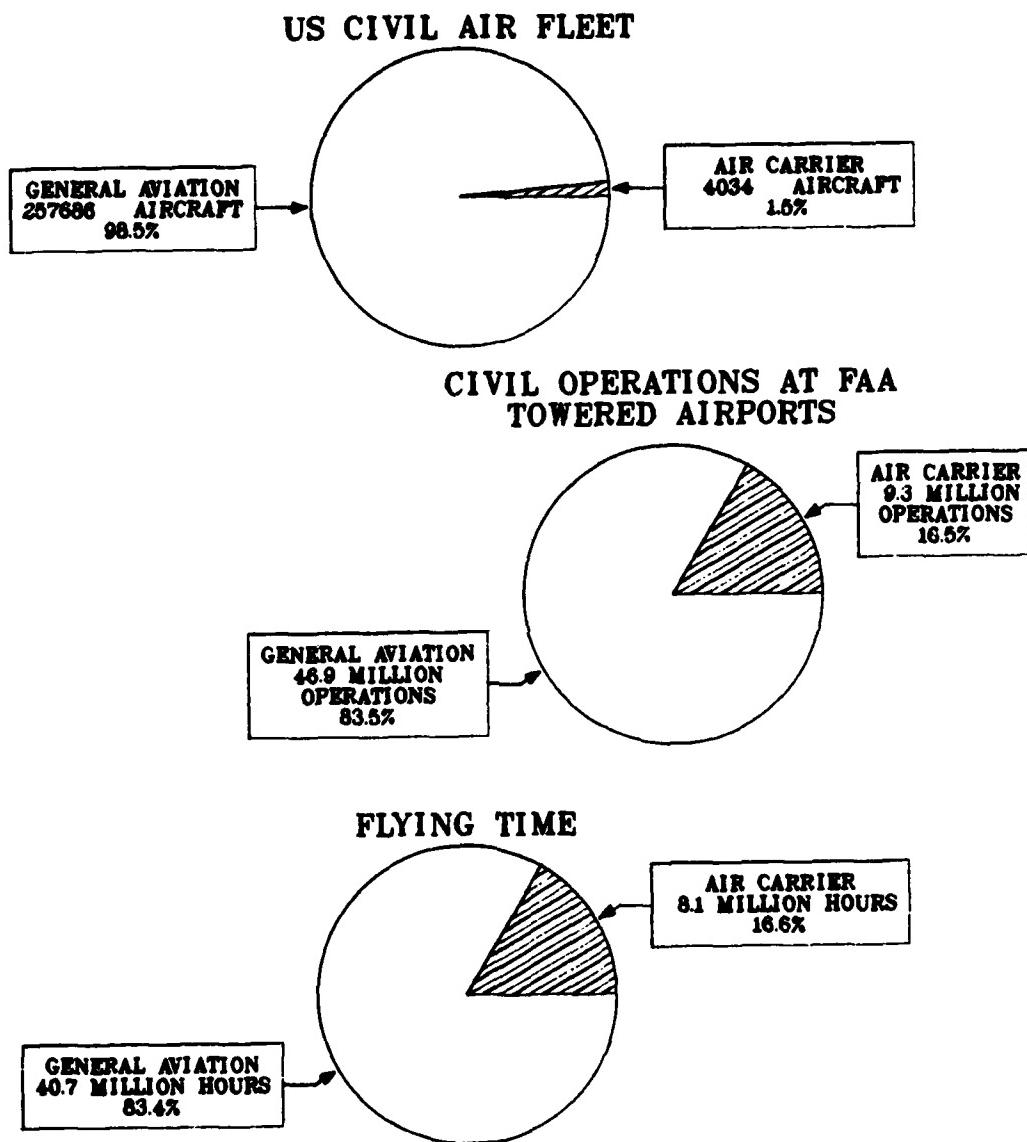


FIGURE 1.1. A CONTRAST OF GENERAL AVIATION AND AIR CARRIER ACTIVITY IN 1981

replaced AC Form 8050-73 with a new system: Part 1 was replaced by a triennial registration program; Part 2 was replaced by the General Aviation Activity and Avionics Survey, FAA Form 1800-54. (See Appendix A.3.) The survey was to be conducted annually based on a statistically selected sample of general aviation aircraft, requesting the same type of information as Part 2 of AC Form 8050-73. The first General Aviation Activity and Avionics Survey took place in 1978, collecting data on the 1977 general aviation fleet. The 1981 statistics in this report were derived from the fifth survey, which took place in 1982. Benefits resulting from the new method of data collection included quicker processing of the results, improved data quality, and a considerable savings in time and money to both the public and the Federal Government.

1.2 SURVEY COVERAGE

1.2.1 Aircraft

The General Aviation Activity and Avionics Survey covers, through a stratified probability sample, all general aviation aircraft registered in the United States. The term "general aviation," as used for this survey, is defined as all aircraft in the U.S. civil air fleet except those operated under Federal Aviation Regulations Parts 121 and 127. These two parts cover the operations of fixed wing aircraft and rotorcraft, respectively, that 1) have been issued a certificate of public convenience and necessity by the Civil Aeronautics Board authorizing the performance of scheduled air transportation over specified routes and a limited amount of nonscheduled operations, and 2) are used by large aircraft commercial operators. General aviation thus includes aircraft operated under:

- Part 91: General operating and flight rules.
- Part 123: Certification and operations: air travel clubs using large airplanes.
- Part 133: Rotorcraft external load operations.
- Part 135: Air taxi operators and commercial operators of small aircraft.
- Part 137: Agricultural aircraft operations.

General aviation offers such varied services as air taxi, air cargo, industrial, agricultural, business, personal, instructional, research, patrol, and sport flying. General aviation

aircraft range in complexity from simple gliders and balloons to four engine turbojets.

Certain aircraft meeting the general aviation criteria have been excluded from the survey. This group consists of aircraft registered to dealers, aircraft in the process of being sold or with registration pending, and aircraft for which not enough information was available to categorize them properly for sampling purposes.

1.2.2 Geographic

The sample survey covers general aviation aircraft registered with the United States Aircraft Registry as of December 31, 1981. Over 99 percent of these aircraft are registered to owners living in the 50 states and Washington, DC, with about 0.2 percent (555 aircraft) registered in Puerto Rico and other U.S. Territories, and 0.2 percent (436 aircraft)¹ registered to owners living in foreign countries.

1.2.3 Content

Appendix A.3 contains a copy of the survey questionnaire, FAA Form 1800-54. The questionnaire requests the owner to provide information on the sampled aircraft's characteristics and uses for various periods:

- 1) Hours by use, IFR hours, and fuel consumption for entire calendar year 1981,
- 2) Airframe hour reading and location of aircraft base as of December 31, 1981, and
- 3) Avionics equipment currently on board.

1.3 SURVEY METHOD

The main method of collecting data for this survey was the mail questionnaire, sent to the owners of the sampled aircraft in two mailings. The first mailing in March, 1982, covered all 22,980 aircraft in the sample and had a response rate of 49 percent as shown in Table 1-1. This was about 81 percent of the total responses to the survey. The second mailing conducted in April, 1982, included only those aircraft in the sample that had not yet responded. The second mailing had a response rate of 23 percent which accounted for 19 percent of the total responses to the survey. The combined response rate for the two mailings was 61 percent.

¹Source: FAA Aircraft Registration Master File as of December 31, 1981.

TABLE 1-1. SUMMARY OF RESPONSE INFORMATION BY SURVEY PHASE

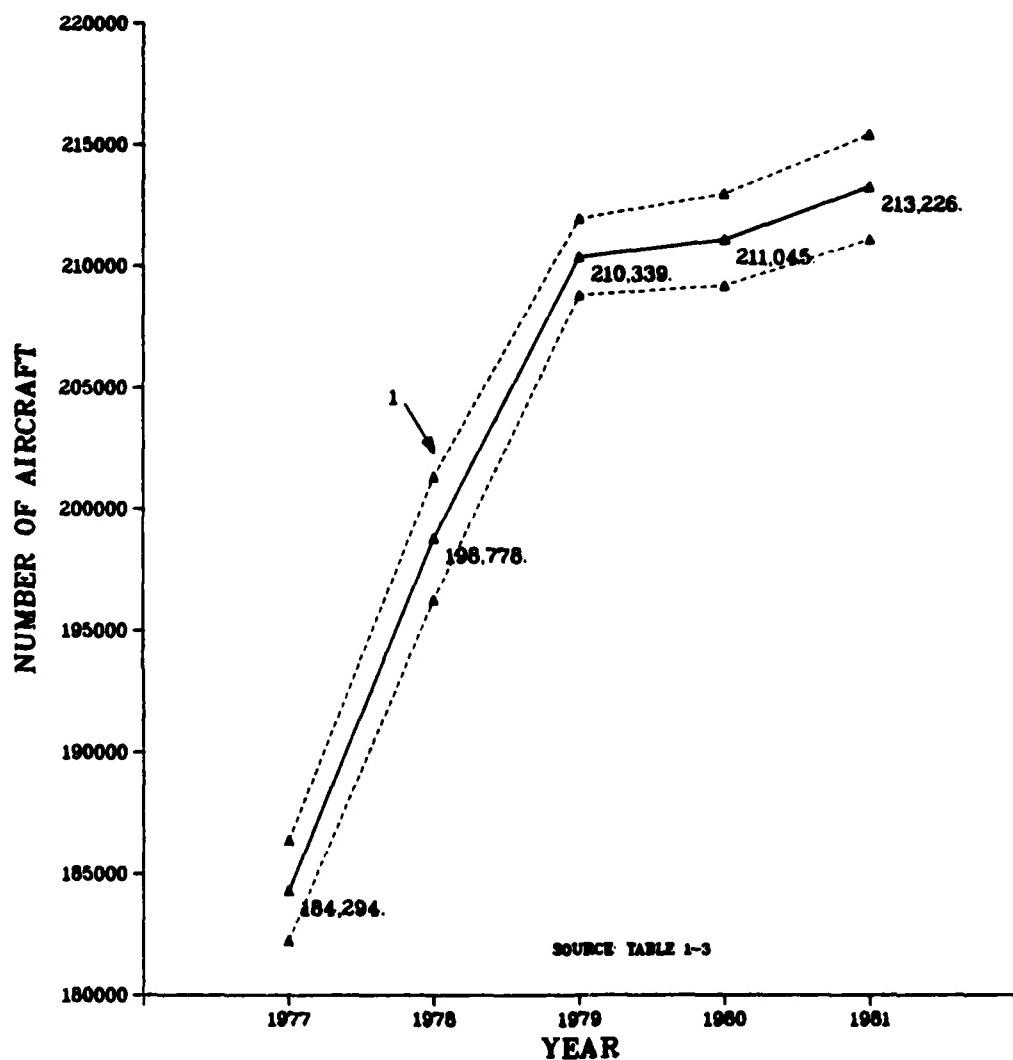
SURVEY PHASE	SAMPLE SIZE (S)	NUMBER OF RESPONSES (R)	RESPONSE RATE (R/S X 100%)	PORTION OF TOTAL RESPONSE [(R/TOTAL R) X 100%]
FIRST MAILING	22,980	11,255	49%	81%
SECOND MAILING	11,725	2,672	23%	19%
TOTAL	22,980	13,927	61%	100%

1.4 SUMMARY OF SURVEY RESULTS¹

1.4.1 National Scene

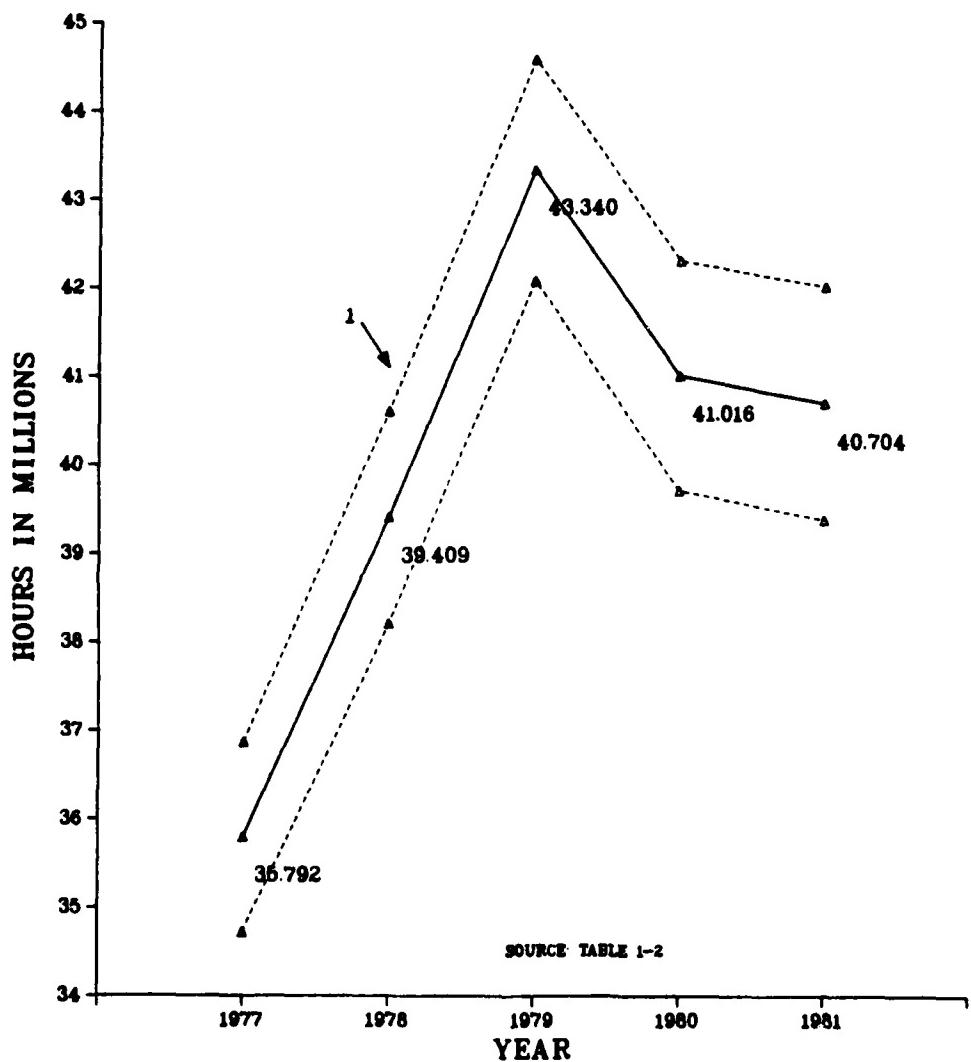
Results of the General Aviation Activity and Avionics Survey at the national level revealed that during 1981 an estimated 40.7 million hours of flying time were logged by the 213,226 active general aviation aircraft in the U.S. fleet, yielding a mean annual flight time per aircraft of 188.1 hours. These active aircraft comprised 83 percent of the registered general aviation fleet. The statistics for 1981 showed a 0.8 percent decrease in flying hours, a 1.0 percent increase in the number of active aircraft in the general aviation fleet, and a 1.3 percent decrease in mean hours per aircraft over the comparable figures for 1980. Longer-term trends for these variables are found in Figures 1.2, 1.3, and 1.4. Activity estimates for 1981 indicate an overall slowing in the growth of general aviation activity. The decrease seen in hours flown can most likely be attributed to the decline in the economy and rising fuel and aircraft operational costs. Other general aviation activity measures showed trends similar to those seen in the General Aviation Activity and Avionics Survey. For example, general aviation operations at FAA towered airports decreased by 10.4% from 1980 to 1981. Some of this decrease may be attributable to the air traffic controller strike which occurred during 1981. On August 3, about 11,000 controllers failed to report to work and were subsequently fired. The resultant reduced work force caused the FAA to institute certain constraints on users of the National Airspace System to assure safe and efficient operations. Reductions in traffic levels due to restrictions imposed by the FAA cannot be measured precisely, because of the effects of other variables which impact traffic volumes.

¹ See Appendix B.1 for a discussion of effects of changes in the sample frame on the survey results.



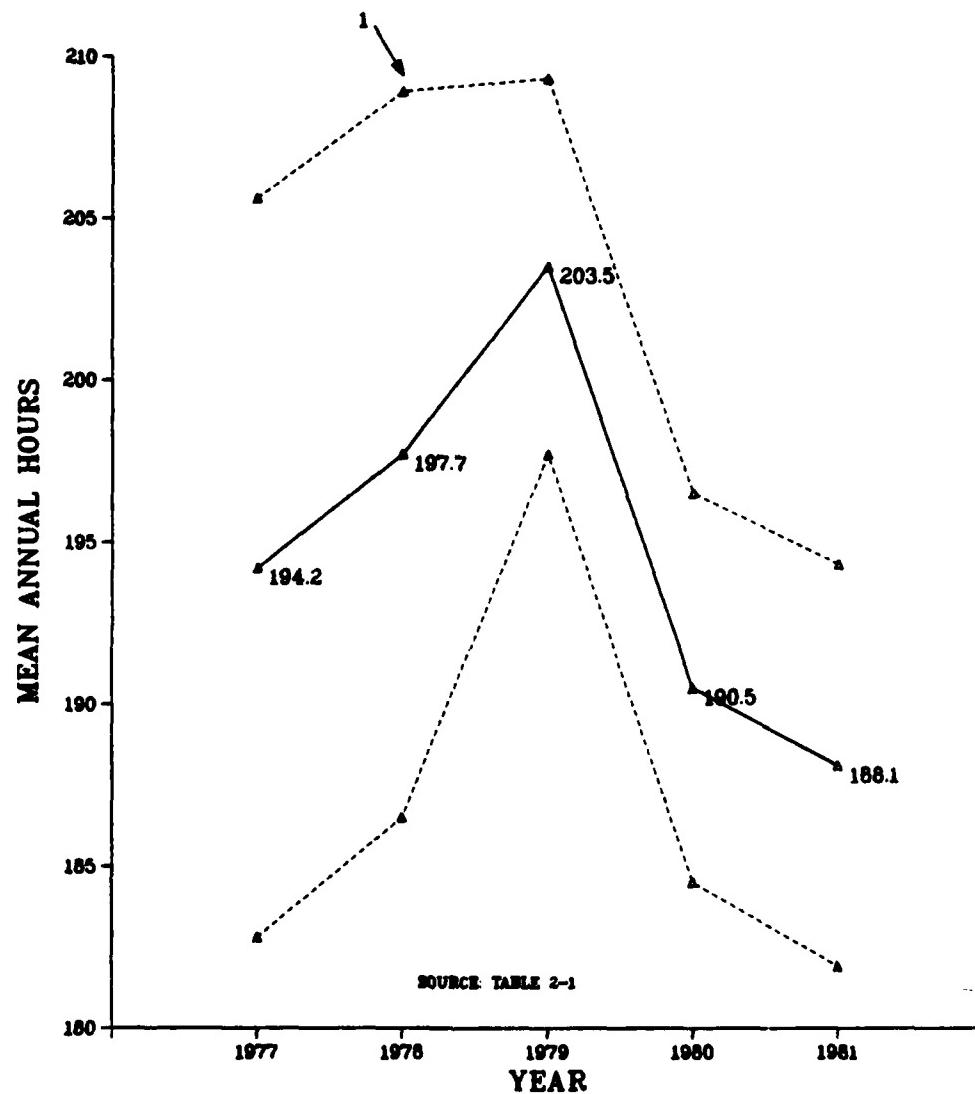
1. THE DASHED LINES REPRESENT A 95% CONFIDENCE INTERVAL FOR THE
1977 - 1981 TRUE VALUES. SEE APPENDIX B.

FIGURE 1.2. GENERAL AVIATION ACTIVE FLEET SIZE 1977 - 1981



1. THE DASHED LINES REPRESENT A 95% CONFIDENCE INTERVAL FOR THE
1977 - 1981 TRUE VALUES. SEE APPENDIX B.

FIGURE 1.3. GENERAL AVIATION TOTAL FLYING TIME 1977 - 1981



L THE DASHED LINES REPRESENT A 95% CONFIDENCE INTERVAL FOR THE
1977 - 1981 TRUE VALUES. SEE APPENDIX B.

**FIGURE 1.4. GENERAL AVIATION MEAN ANNUAL FLYING TIME
FOR ACTIVE AIRCRAFT 1977 - 1981**

1.4.2 Results by Aircraft Type

Although both the total flight time and the active aircraft count for the general aviation fleet grew at about the same annual rate (3.48 percent and 3.76 percent, respectively) from 1977 through 1981, significant deviations from these mean fleet rates occurred among the individual aircraft types. The following two tables illustrate this point.

Tables 1-2 and 1-3 contain the four-year trends in growth for total hours flown and active aircraft, respectively. The last column in both tables is the compound annual growth rate by aircraft type from 1977 to 1981. In Table 1-2 the fastest growth of any type in terms of total hours flown occurred to the turboprop other category with an annual growth rate of 24.41 percent. This category was followed by the twin engine turboprops with 1-12 seats at 15.25 percent. In contrast, single engine piston airplanes with 4 or more seats and twin engine piston planes with 1-6 seats experienced very little growth during the period. In general, it was the activity of the more sophisticated aircraft in the general aviation fleet that grew faster than the other components of the fleet. Similar results are shown in Table 1-3 for the active aircraft counts.

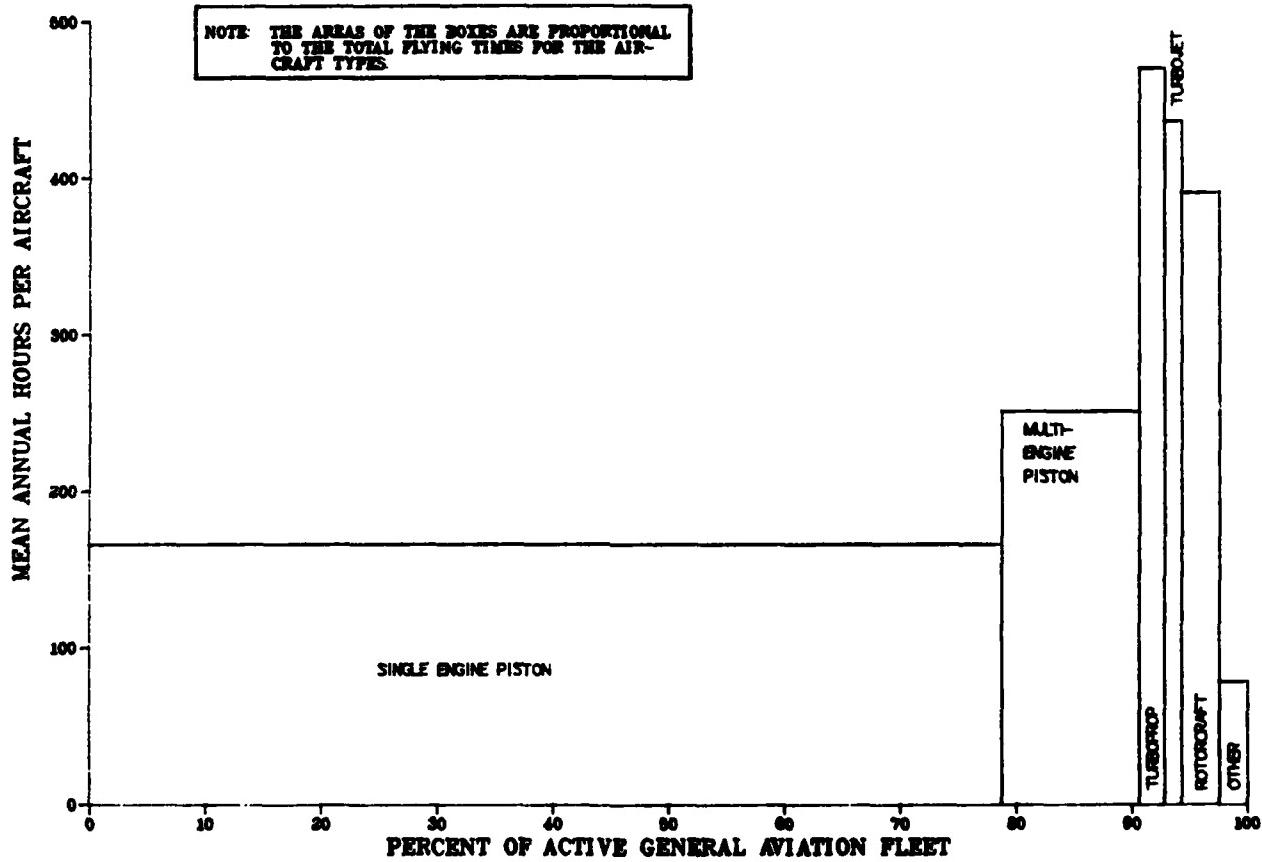
There was a great deal of variation in activity among the general aviation aircraft types in terms of three measures resulting from the survey: total hours flown, number of active aircraft, and mean hours flown. Figure 1.5 highlights the variation, as well as the relationship of these three measures to each other. Distance along the vertical axis indicates mean flight hours per aircraft, distance along the horizontal axis indicates the relative portion of the active fleet belonging to each aircraft type, and the area within each box is proportional to the total flying time for the aircraft type. Thus, it is evident that in terms of sheer numbers, single engine piston aircraft dominated the active fleet and contributed the largest portion of total flying time, yet had one of the lowest mean flight times per aircraft. In contrast, the turboprops, turbojet aircraft, and rotorcraft had low representation in the active fleet but contributed a relatively high proportion of flight time resulting in the greatest mean flight hours of any of the major aircraft types.

TABLE 1-2 GROWTH OF GENERAL AVIATION TOTAL HOURS FLOWN BY AIRCRAFT TYPE, 1977 - 1981
(Thousands of Hours)

AIRCRAFT TYPE	1977 (Standard Error)	1978 (Standard Error)	1979 (Standard Error)	1980 (Standard Error)	1981 (Standard Error)	Compound Annual Growth Rate in %
FIXED WING						
1-engine piston 1-3 seats	8,973 (629)	10,111 (570)	11,180 (384)	10,044 (399)	10,185 (399)	3.62
1-engine piston 4+ seats	15,944 (824)	17,746 (992)	19,109 (420)	18,295 (428)	17,506 (432)	2.60
2-engine piston 1-6 seats	3,630 (202)	3,644 (241)	4,006 (148)	3,730 (172)	3,606 (144)	0.02
2-engine piston 7+ seats	2,322 (102)	2,439 (189)	2,855 (137)	2,547 (143)	2,762 (153)	4.93
Other piston	96 (5)	104 (7)	152 (15)	130 (18)	24 (63)	-10.38
2-engine turboprop 1-12 seats	892 (37)	960 (49)	1,254 (57)	1,489 (55)	1,549 (68)	15.25
2-engine turboprop 13+ seats	625 (60)	622 (63)	572 (45)	964 (55)	542 (45)	4.05
Other turboprop	32 (5)	24 (3)	45 (2)	56 (10)	62 (11)	24.41
2-engine turbojet	1,043 (49)	1,019 (44)	1,125 (39)	1,163 (52)	1,238 (48)	4.48
Other turbojet	122 (11)	176 (30)	134 (9)	169 (27)	149 (16)	8.67
ROTORCRAFT						
Piston	609 (90)	806 (79)	892 (97)	736 (75)	930 (108)	12.97
Turbine	1,259 (93)	1,421 (135)	1,664 (108)	1,603 (115)	1,754 (150)	8.93
OTHER	245 (16)	338 (20)	353 (29)	359 (21)	391 (34)	13.25
TOTAL AIRCRAFT	35,792 (1,073)	39,409 (1,199)	43,340 (627)	41,016 (650)	40,704 (659)	3.48

TABLE 1-3 GROWTH OF ACTIVE GENERAL AVIATION FLEET BY AIRCRAFT TYPE, 1977 - 1981
(Number of Aircraft)

<u>AIRCRAFT TYPE</u>	<u>1977</u> (Standard Error)	<u>1978</u> (Standard Error)	<u>1979</u> (Standard Error)	<u>1980</u> (Standard Error)	<u>1981</u> (Standard Error)	Compound Annual Growth Rate in %
FIXED WING						
1-engine piston 1-3 seats	57,340 (851)	59,185 (860)	62,362 (594)	60,505 (688)	59,914 (748)	1.15
1-engine piston 4+ seats	91,960 (529)	101,466 (857)	106,028 (450)	107,930 (538)	107,983 (656)	5.32
2-engine piston 1-6 seats	15,074 (141)	15,621 (259)	16,891 (157)	16,224 (246)	16,749 (246)	2.76
2-engine piston 7+ seats	6,226 (86)	7,328 (202)	7,958 (90)	8,141 (153)	8,607 (181)	8.58
Other piston	182 (11)	221 (10)	229 (11)	212 (17)	114 (29)	7.15
2-engine turboprop 1-12 seats	2,276 (15)	2,507 (68)	2,944 (13)	3,339 (41)	3,968 (46)	14.95
2-engine turboprop 13+ seats	549 (13)	566 (10)	538 (15)	627 (18)	557 (17)	0.88
Other turboprop	64 (4)	56 (3)	96 (3)	123 (10)	134 (5)	23.99
2-engine turbojet	1,959 (19)	2,115 (27)	2,309 (29)	2,551 (37)	2,808 (68)	9.42
Other turbojet	318 (10)	364 (34)	343 (6)	441 (13)	362 (23)	4.83
ROTORCRAFT						
Piston	2,658 (176)	2,822 (155)	3,123 (127)	2,794 (133)	3,250 (173)	5.65
Turbine	2,067 (27)	2,492 (30)	2,740 (50)	3,207 (49)	3,724 (73)	15.91
OTHER	3,616 (69)	4,028 (75)	4,770 (114)	4,945 (142)	5,049 (179)	8.89
TOTAL AIRCRAFT	184,294 (1,034)	198,778 (1,269)	210,339 (789)	211,045 (945)	213,226 (1,078)	3.76



SOURCE: TABLE 2-1

FIGURE 1.5. 1981 GENERAL AVIATION ACTIVITY MEASURES BY AIRCRAFT TYPE

The general aviation aircraft fleet consumed an estimated 1,247 million gallons of fuel during 1981, 489 million gallons of aviation gasoline and 759 million gallons of jet fuel. From Figure 1.6 it is evident that turbojet and turboprop engines consume fuel at much higher rates than piston engines. In fact, turbojets with more than 2 engines consume about 765 gallons of jet fuel an hour on the average. The high rates account for turbojets' burning 39 percent of all fuel consumed in 1981, as shown in Figure 1.7. Piston aircraft account for 38 percent of the fuel consumed in 1981 due to their high representation in the general aviation fleet. Table 2-18 shows more detailed fuel consumption estimates and their standard errors.

1.4.3 Results by Primary Use

Like aircraft types, primary uses were differentiated by their activity characteristics, as shown in Figure 1.8. Distance along the vertical axis indicates the relative portion of the active fleet engaged in each primary use, and the area within each box is proportional to the total flying time for each primary use. Aircraft used as commuter air carriers, air taxis and for aerial observation purposes showed high individual usage with mean hours per aircraft of 956.7, and 388.7, and 414.3, respectively. General aviation aircraft were used most commonly for personal and business purposes, representing 45 and 22 percent of the active fleet. While total hours flown for the general aviation fleet decreased by 0.8% from 1980 to 1981, flying time for aerial application, executive, and commuter air carrier aircraft increased by 19.7%, 16.1%, and 1.2%, respectively. These were the only categories for which flying time increased from 1980 to 1981.

1.4.4 Results by FAA Region

Mean aircraft usage did not differ significantly from region to region with the exception of the Southern and European (Foreign) Regions, according to Figure 1.9. In the figure, distance along the vertical axis indicates mean annual hours per aircraft, distance along the horizontal axis indicates the relative portion of the active fleet based in each region, and the area within each box is proportional to the total flying time occurring in each region. It can be seen that the Great Lakes Region accounted for more active aircraft and the Southern Region accounted for more total flight time than any of the other regions, although the Western-Pacific and Southwestern Regions are close behind. The smallest region in continental United States was New England, with only three percent of the active aircraft and about 3% of the fleet's total flight time.

Tables 2-3 and 2-8 contain more estimates by region; Tables 2-2 and 2-7 show similar estimates by state of aircraft base.

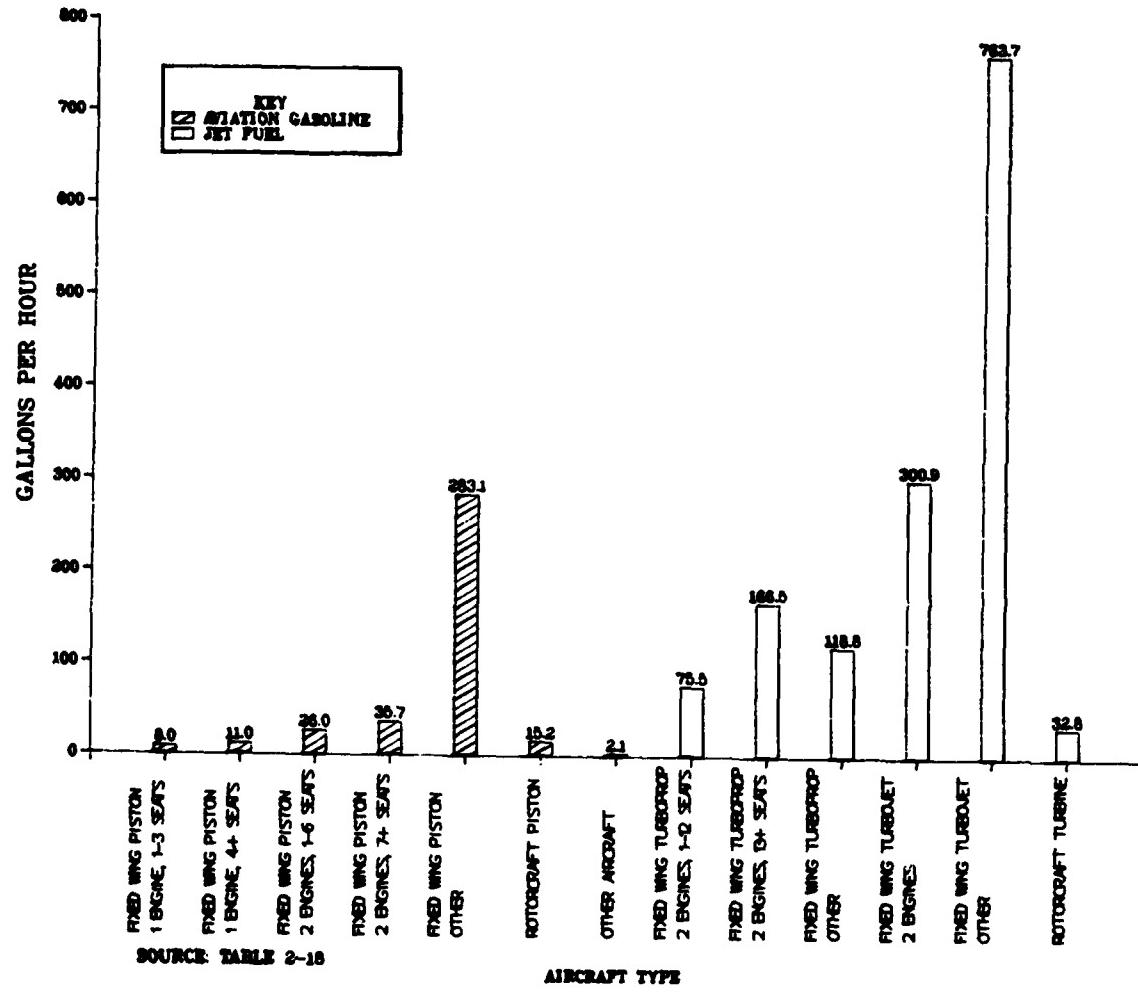


FIGURE 1.6. 1981 MEAN FUEL CONSUMPTION RATES BY AIRCRAFT TYPE

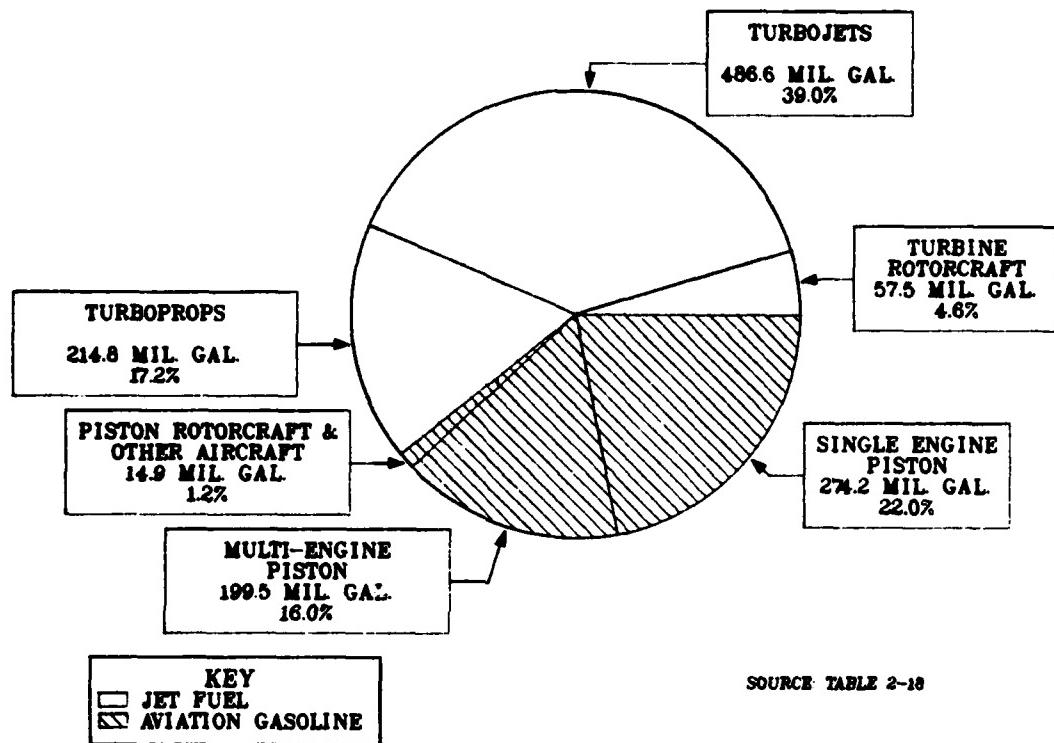
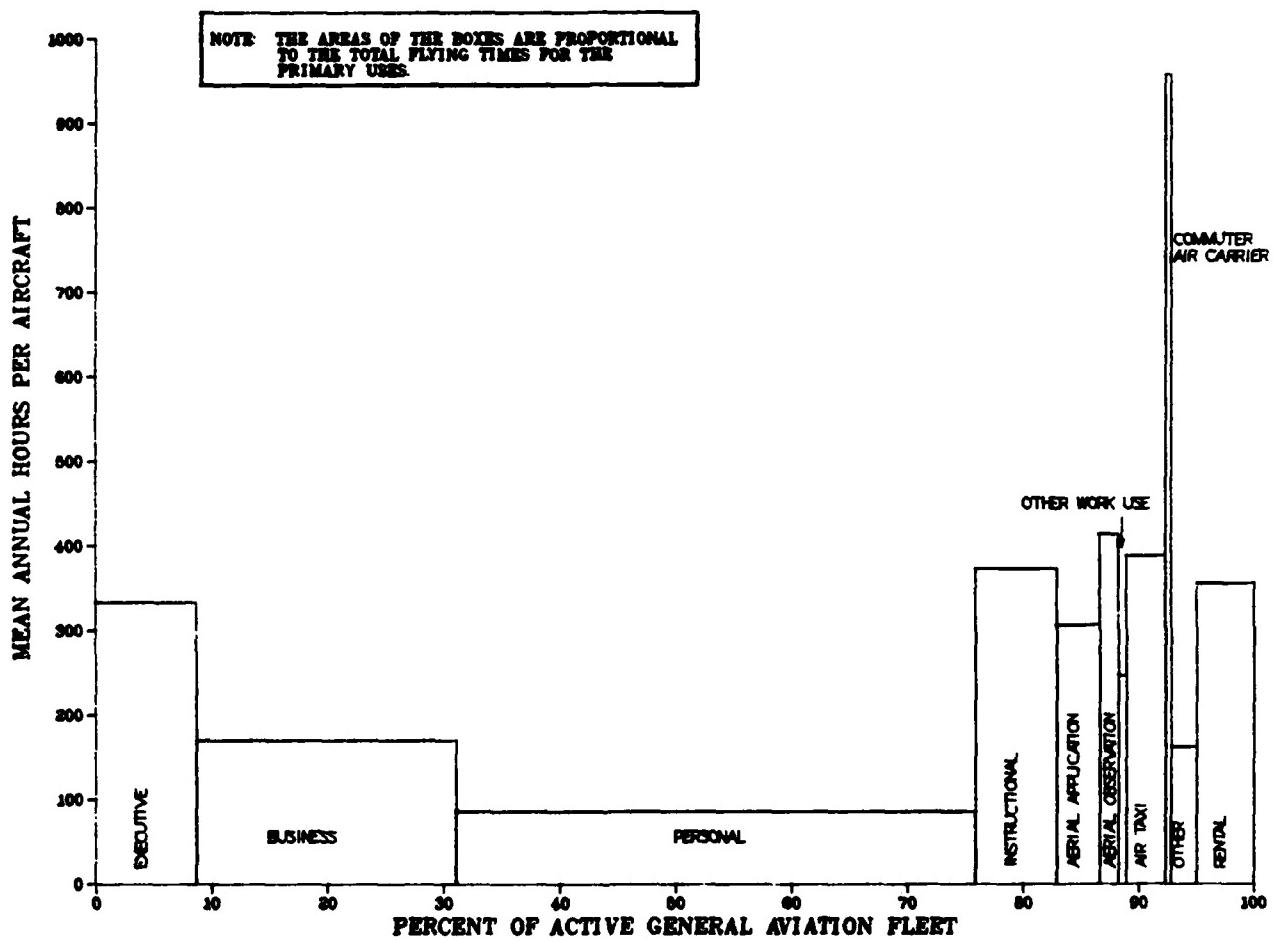
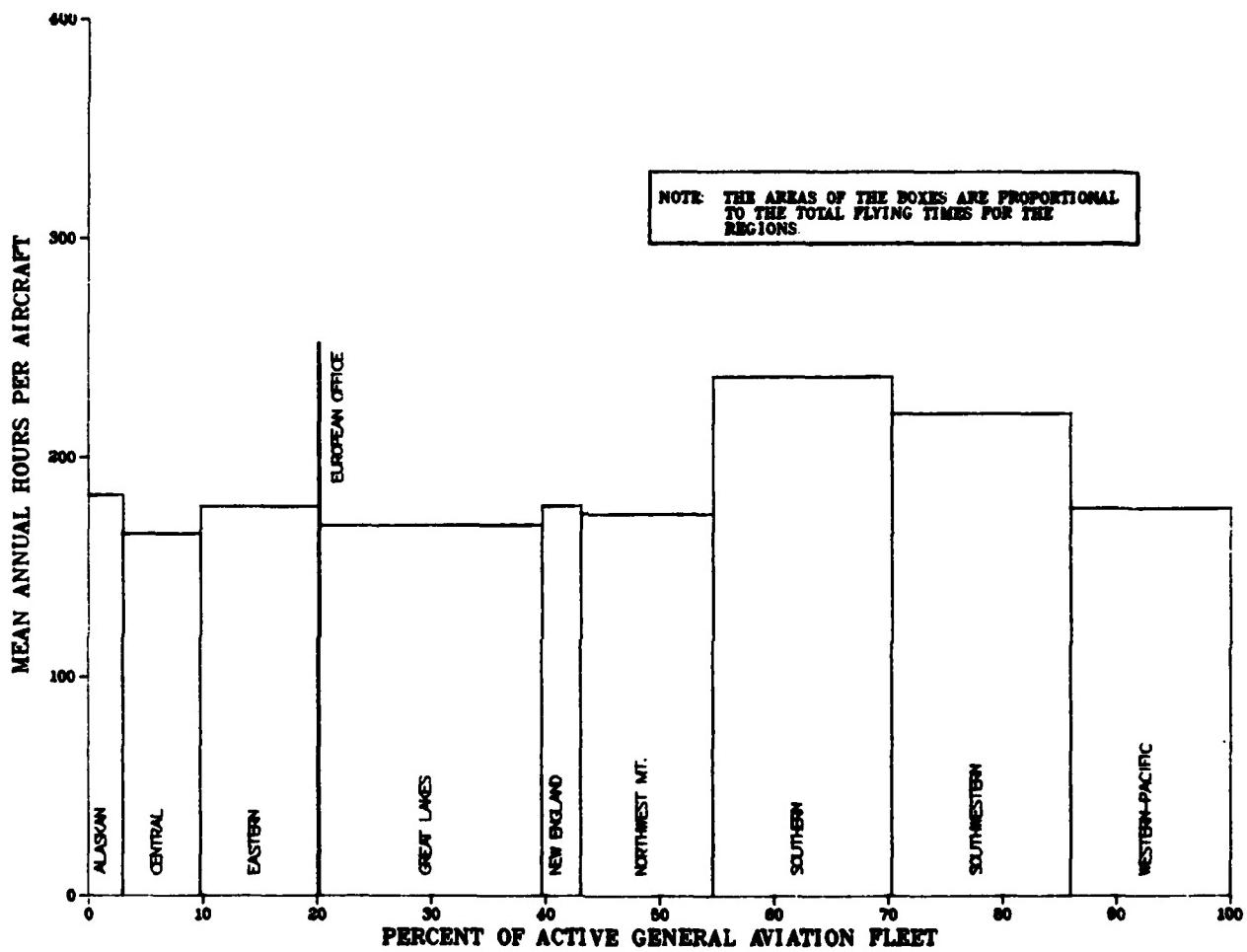


FIGURE 1.7. 1981 ESTIMATED FUEL CONSUMPTION BY AIRCRAFT TYPE



SOURCE: TABLES 2-4, 2-9

FIGURE 1.8. 1981 GENERAL AVIATION ACTIVITY MEASURES BY PRIMARY USE



SOURCE: TABLE 2-3

FIGURE 1.9. 1981 GENERAL AVIATION ACTIVITY MEASURES BY FAA REGION

1.4.5 Results by Avionics Capability

1.4.5.1 Individual Avionics Components

The extent to which general aviation aircraft are furnished with on-board avionics equipment was a principal finding of the survey. A summary appears in Figure 1.10. Over 81 percent of the aircraft have two-way VHF communications, 62 percent are equipped with 4096-code transponders, 54 percent have at least one component of an instrument landing system, and almost 78 percent have some form of navigation equipment. It is evident from comparing the 1981 and 1978 avionics estimates that the general aviation fleet is becoming more sophisticated in terms of its avionics equipment. Within two-way communications, for example, there was a significant shift from 360 channel to 720 channel equipment. Likewise with VOR receivers there was a shift from 100 channel to 200 channel equipment. The proportion of the general aviation fleet with transponders increased from 53.3 percent in 1978 to 62.0 percent in 1981, and the proportion with at least one part of an ILS increased from 51.0 percent to 54.1 percent. The proportion of aircraft having two or more communications systems and the proportion with two or more VOR receivers increased by more than five percent from 1978 to 1981. More detailed breakdowns of avionics by aircraft type, state, region, and primary use are provided in Tables 2-12 through 2-15.

Figure 1.11 shows the portion of active aircraft of each type which engaged in IFR (Instrument Flight Rules) flight during 1981 and further, the portions that flew IFR with and without transponder equipment. It can be seen that almost all active twin engine piston aircraft, turboprops, and turbojets flew IFR at some time during 1981 and were equipped with transponders. Although a much lower proportion of the active single engine piston aircraft and rotorcraft in the fleet flew IFR during the year, almost all that did were equipped with transponders. In fact, almost 100% of IFR flying was performed by aircraft equipped with transponders.

1.4.5.2 Avionics Capability Groups

Estimates of the number of aircraft containing individual pieces of avionics equipment are somewhat limited because they do not provide the means to determine an aircraft's overall ability to use the National Airspace System (NAS). Often several pieces of equipment are required to obtain a certain capability in the NAS; it thus becomes necessary to study groups of avionics, rather than individual pieces. Therefore, avionics capability groups were developed to provide a framework for the GA fleet relating airborne avionics equipment to aircraft capability to perform in the NAS, and within this framework to analyze the activity and other characteristics of the GA fleet.

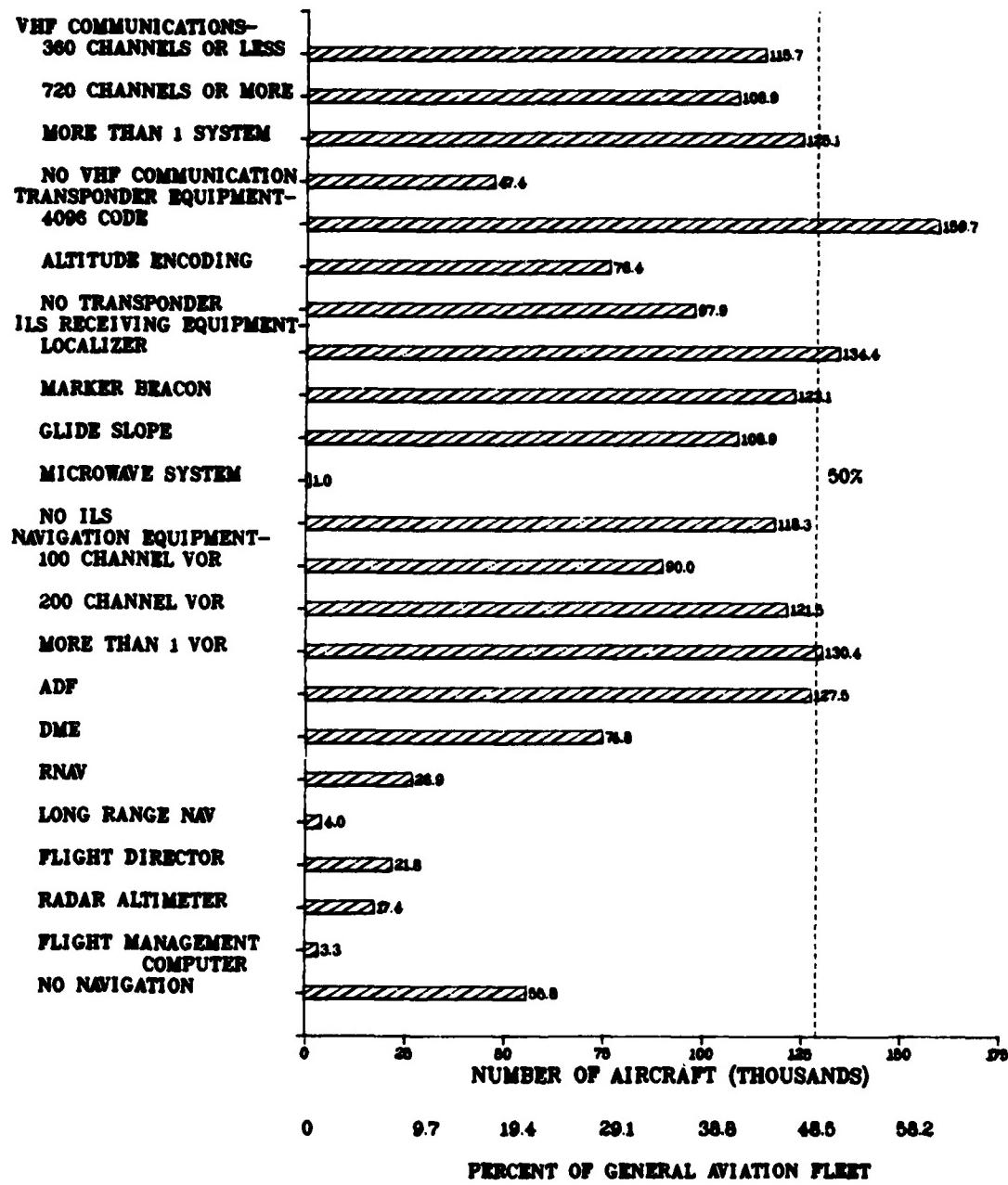
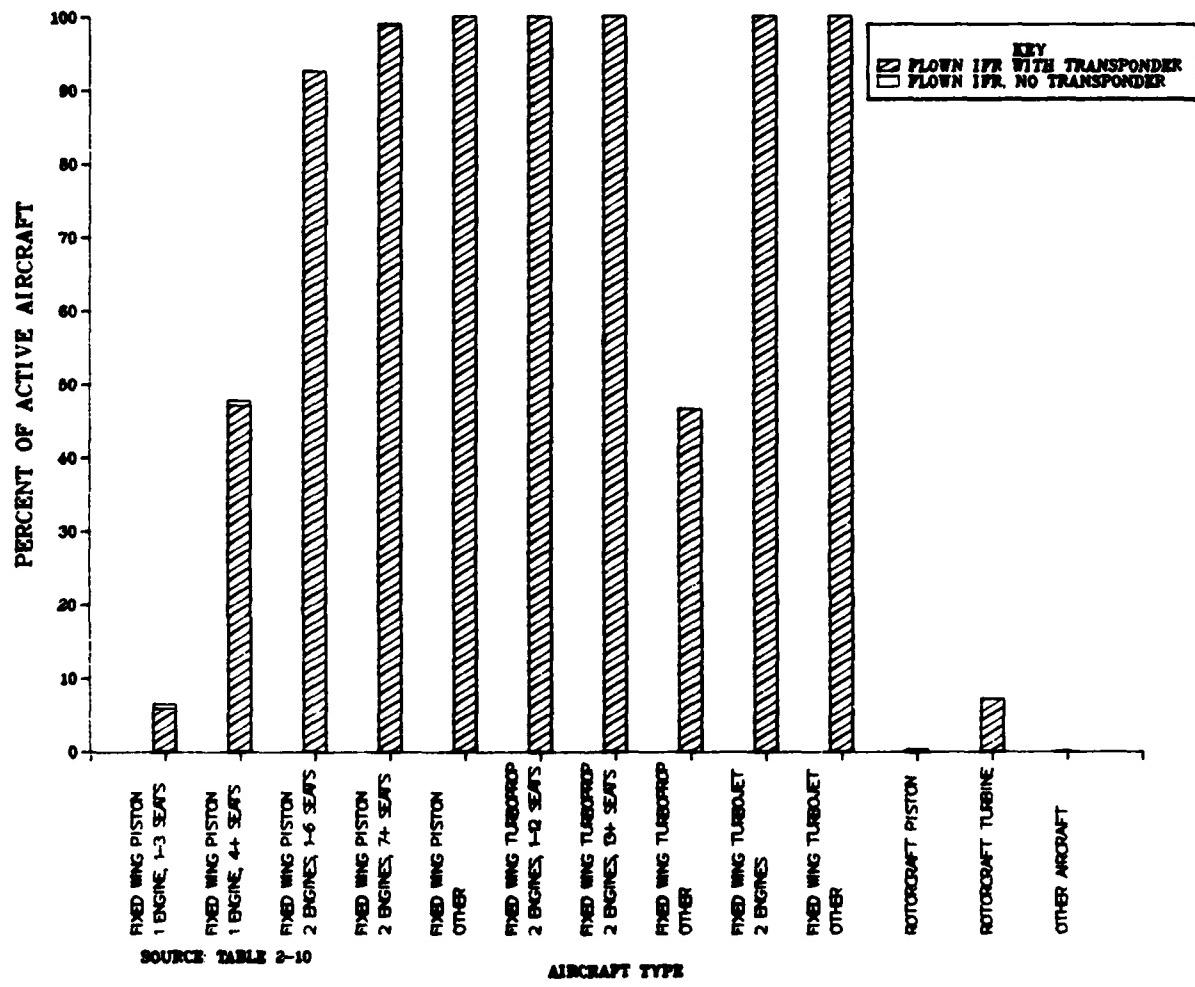


FIGURE 1.10. AVIONICS EQUIPMENT IN THE 1981 GENERAL AVIATION AIRCRAFT FLEET

SOURCE: TABLE 2-13



**FIGURE 1.11. 1981 GENERAL AVIATION ACTIVE AIRCRAFT
FLOWN IFR AND TRANSPONDER EQUIPPED**

The methodology and assumptions for developing avionics capability groups are detailed in General Aviation Avionics Statistics.¹ This report also contains a glossary which explains numerous terms relating to avionics equipment and the National Airspace System.

Two classifications of capability groups (CG's) were developed. The first type consists of avionics equipment meeting FAA requirements for use of various aspects of the NAS. FAA regulations deal with three basic capabilities: (1) to fly in different segments of the airspace, (2) to fly under visual flight rules (VFR) and instrument flight rules (IFR) type of flight, and (3) to land at different classes of airports. In the formation of CG's of avionics equipment which relate to these three capabilities, the groups take on a hierarchical nature; that is, there is an order to the groups. Thus, the first type of CG became known as hierarchical. In general, the avionics equipment and the associated capabilities for one capability group are a subset of the avionics equipment and the associated capabilities for the next higher group.

The second type of capability group, non-hierarchical, consists of avionics which give an aircraft additional capability but which are not required equipment according to FAA regulations. The formation of the second type of CG involved grouping component pieces of avionics equipment which together would form a complete avionics system for enabling an aircraft to make full use of a landing, communications, or navigation system in the NAS.

Hierarchical CG's are described in Table 1-4 in terms of avionics equipment and associated capabilities. Non-hierarchical CG's are described in Table 1-5.

¹General Aviation Avionics Statistics (1979 Data), U.S. Department of Transportation, Federal Aviation Administration, (Washington, DC, 1981), pp. 5-10.

TABLE 1-4. HIERARCHICAL CAPABILITY GROUPS

AVIONICS	CAPABILITIES
<u>Group 1</u> No regulatory avionics	<ol style="list-style-type: none"> 1. Up to and including 12,500 feet mean sea level (MSL) Gliders...Up to and including 18,000 feet MSL ADF...Colored airways below 12,500 feet MSL VOR or RNAV...VOR airways below 12,500 feet MSL RNAV...Low altitude RNAV airways below 12,500 feet MSL 2. VFR flight, day and night 3. Uncontrolled airports
<u>Group 2</u> Two-way communications	<ol style="list-style-type: none"> 1. Up to and including 12,500 feet MSL Gliders...Up to and including 18,000 feet MSL 2. VFR flight, day and night 3. Non-TCA controlled airports Group III TCA's Helicopters with 4096 code transponders...Group III TCA's All helicopters...Group I and II TCA's below 1,000 feet above ground level (AGL) <p>NOTE: Air taxis with navigation system and transponder: Group II TCA's</p> <p>Air taxis with navigation system, transponder and altitude reporting: Group I TCA's and non-positive controlled airspace</p> <p>Air taxis with navigation system, DME, transponder and altitude reporting: Group I TCA's and positive controlled airspace</p>

TABLE 1-4. HIERARCHICAL CAPABILITY GROUPS (CONTINUED)

AVIONICS	CAPABILITIES
<u>Group 3</u> Two-way communications Two systems--air taxis VOR or Automatic Direction Finder (ADF) or RNAV	1. Up to and including 12,500 feet MSL Gliders...Up to and including 18,000 feet MSL ADF...Colored airways below 12,500 feet MSL VOR or RNAV...VOR airways below 12,500 feet MSL RNAV...Low altitude RNAV airways below 12,500 feet MSL
	2. IFR flight 3. Non-TCA controlled airways Group III TCA's Helicopters with 4096 code transponders...Group II TCA's All helicopters...Group I and II TCA's below 1,000 feet AGL
<u>Group 4</u> Two-way communications Two systems--air taxis 4096 code transponder VOR or RNAV	1. Up to and including 12,500 feet MSL Gliders...Up to and including 18,000 feet MSL VOR airways below 12,500 feet MSL RNAV...Low altitude RNAV airways below 12,500 feet MSL
<u>Group 5</u> 4096 code transponder Altitude encoding equipment	2. IFR flight 3. Non-TCA controlled airports Group II TCA's Helicopters...Group I TCA's below 1,000 feet AGL
	1. Non-positive controlled airspace
	2. VFR flight, day and night
	3. Uncontrolled airports
	Group III TCA's

TABLE 1-4. HIERARCHICAL CAPABILITY GROUPS (CONTINUED)

AVIONICS	CAPABILITIES
<u>Group 6</u> Two-way communications 4096 code transponder Altitude encoding equipment	1. Non-positive controlled airspace 2. VFR flight, day and night 3. Non-TCA controlled airports Group III TCA's Helicopters...Group I TCA's
<u>Group 7</u> Two-way communications Two systems--air taxis 4096 code transponder Altitude encoding equipment VOR	1. Non-positive controlled airspace VOR airways 2. IFR flight 3. Group I TCA's
<u>Group 8</u> Two-way communications Two systems--air taxis 4096 code transponder Altitude encoding equipment VOR or RNAV DME	1. Positive controlled airspace Jet routes RNAV...RNAV routes 2. IFR flight 3. Group I TCA's

TABLE 1-5. NON-HIERARCHICAL CAPABILITY GROUPS

AVIONICS	CAPABILITIES
<u>Group 1</u> Localizer	Partial use of airport ILS
<u>Group 2</u> Localizer Marker Beacon	Partial use of airport ILS
<u>Group 3</u> Localizer Marker Beacon Glide Slope	Full use of airport ILS
<u>Group 4</u> ILS Radar Altimeter	Landing approach in Category III ¹ weather conditions at airports with Category III equipment
<u>Group 5</u> Long Range RNAV	Area navigation over long distances and large bodies of water
<u>Group 6</u> Radar Altimeter	Determination of altitude above level of terrain
<u>Group 7</u> Microwave Landing System (MLS)	More accurate and flexible landing approaches, especially at air- ports with mountains and large buildings nearby
<u>Group 8</u> ILS MLS	Backup landing systems
<u>Group 9</u> Long Range RNAV MLS	Sophisticated navigational and landing capabilities

¹ See Appendix D, "Weather Category Definitions," General Aviation Avionics Statistics (1979 Data), (Washington, DC, 1981).

Table 2-19 presents the estimates of the number of GA aircraft found in the hierarchical and non-hierarchical CG's. Examination of Table 2-19 reveals the following on the GA fleet.

- a. About 23 percent of GA aircraft have avionics equipment enabling them to fly above 18,000 feet in positive controlled airspace. Approximately 70 percent of the GA fleet cannot fly above 12,500 feet due to avionics limitations alone.
- b. About 76 percent of GA aircraft are equipped to fly IFR.
- c. Eighteen percent of the GA fleet are limited to landing at uncontrolled airports. Approximately 22 percent can land at either uncontrolled airports or Group III TCA's. Approximately 31 percent can land at any type of airport except a Group I TCA. About 29 percent can land at Group I TCA's. This proportion has increased constantly over the past 5 years.
- d. In general, Table 2-19 indicates that those aircraft in the least sophisticated non-hierarchical CG's also comprise the bulk of the least sophisticated hierarchical CG's. Of the aircraft possessing none of the non-hierarchical CG equipment (i.e., NO GROUP) 75.6 percent fall into hierarchical CG's 1, 2, and 3. Similarly, those aircraft in the most sophisticated non-hierarchical CG's are also in the most sophisticated hierarchical CG's. For example, 93.9 percent of the aircraft possessing a complete ILS and a radar altimeter fall into hierarchical CG 8.

Tables 2-20 through 2-29 show a distribution of hierarchical and non-hierarchical capability groups versus aircraft characteristics. These characteristics include: primary use of the aircraft, hours flown during 1981, age of the aircraft, and computed aircraft type. The 13 computed aircraft types listed in Table 1-6 combine the four aircraft characteristics of engine type, number of engines, aircraft type (simple), and number of seats into meaningful combinations for the GA fleet.

TABLE 1-6. COMPUTED AIRCRAFT TYPE

TYPE	DESCRIPTION
1.	Fixed wing single engine piston 1-3 seats
2.	Fixed wing single engine piston 4+ seats
3.	Fixed wing two engine piston 1-6 seats
4.	Fixed wing two engine piston 7+ seats
5.	Fixed wing piston other
6.	Fixed wing two engine turboprop 1-12 seats
7.	Fixed wing two engine turboprop 13+ seats
8.	Fixed wing turboprop other
9.	Fixed wing two engine turbojet
10.	Fixed wing turbojet other
11.	Rotorcraft piston
12.	Rotorcraft turbine
13.	Other aircraft

Generally, those aircraft in low order CG's have less sophisticated characteristics than those in high order capability groups as follows:

- a. As in prior years, as the hierarchical CG's increased in sophistication, the predominant uses also grew in sophistication from personal, to business and personal, to executive and business (Table 2-20).
- b. As non-hierarchical CG's increase in sophistication, the predominant primary uses of aircraft change from personal, to business, to business and executive. For example, executive aircraft alone compose 33 percent of the aircraft reporting both a microwave landing system and a complete ILS and about 46 percent of the aircraft reporting a complete ILS and radar altimeter, yet executive aircraft compose only 7.4 percent of the fleet (Table 2-25).
- c. In the case of both hierarchical and non-hierarchical capability groups, aircraft containing more avionics equipment and capabilities are flown more hours on the average than those with smaller investments in avionics equipment (Tables 2-21 and 2-26).
- d. Aircraft in the more sophisticated groups contain newer aircraft on the average than less sophisticated CG's (Tables 2-22 and 2-27).
- e. Computed aircraft type increases in sophistication as the level of avionics increases. This relationship also holds for the four characteristics which are combined to form computed aircraft type: simple aircraft type, engine type, number of engines, and number of seats (Tables 2-23 and 2-28).

1.4.6 Other Results

Additional results to those discussed above are found in the tables in Section 2. Estimates of total hours, mean hours, lifetime airframe hours, and number of active aircraft for over 300 SDR manufacturer/model groups of general aviation aircraft are found in Tables 2-5, 2-11, and 2-16. Appendix D contains definitions of these groups. The report also includes a table on mean hours and number of active engines for 88 different manufacturer/model groups of engines. Appendix E contains definitions of these groups.

2. TABLES OF RESULTS

TABLE 2-1 GENERAL AVIATION TOTAL HOURS FLOWN BY TYPE OF AIRCRAFT - CY 1981 (1 OF 2)

AIRCRAFT TYPE	PUPULATION SIZE	ESTIMATE OF NUMBER ACTIVE	STANDARD ERROR	ESTIMATE OF TOTAL HOURS	STANDARD ERROR	PERCENT STANDARD ERROR	ESTIMATE OF MEAN HOURS	STANDARD ERROR	PERCENT STANDARD ERROR
FIXED WING - PISTON									
1 ENG: 1-3 SEATS	83780	59914	748	10185838	399295	3.9	171.4	6.6	3.8
1 ENGINE: TOTAL	119910	107983	656	17506247	432043	2.5	162.8	3.9	2.4
2 ENG: 1-6 SEATS	203690	167898	995	27692086	588304	2.1	165.6	3.4	2.1
2 ENGINE: TOTAL	26853	16715	246	3606360	143572	4.0	215.3	8.1	3.7
2 ENG: 7+ SEATS	10138	8607	181	2762506	152590	5.5	325.8	17.0	5.2
2 ENGINE: OTHER	341	114	29	24705	6256	25.3	197.0	30.5	1.8
PISTON: TOTAL	232884	193370	1042	34085659	624531	1.8	175.4	3.2	1.6
FIXED WING - TURBOPROP									
2 ENG: 1-12 SEATS	4099	3968	46	1549528	67905	4.4	397.9	17.8	4.5
2 ENGINE: TOTAL	601	557	17	542451	45212	6.3	988.9	76.2	7.7
TURBOPROP: OTHER	177	134	5	62546	11176	17.9	498.0	92.4	19.5
TURBOPROP: TOTAL	4877	4660	49	2154526	82341	3.8	470.1	17.9	3.6
FIXED WING - TURBOJET									
2 ENGINE TURBOJET	3083	2808	69	1238071	47780	3.9	442.0	13.6	3.1
TURBOJET: OTHER	620	362	23	149315	15864	10.6	376.5	22.7	6.0
TURBOJET: TOTAL	3703	3171	72	1387387	50351	3.6	436.3	12.5	2.9
FIXED WING: TOTAL	241464	201201	1045	37627572	631945	1.7	184.4	3.1	1.7
KOTOMCRAFT PISTON	5437	3250	173	930488	106315	11.6	285.3	29.3	13.3

TABLE 2-1 GENERAL AVIATION TOTAL HOURS FLOWN BY TYPE OF AIRCRAFT - CY 1981 (2 OF 2)

AIRCRAFT TYPE	POPULATION SIZE	ESTIMATE OF NUMBER ACTIVE	STANDARD ERROR	ESTIMATE OF TOTAL HOURS	STANDARD ERROR	PERCENT STANDARD ERROR	ESTIMATE OF MEAN HOURS	STANDARD ERROR	PERCENT STANDARD ERROR
TURBINE	4047	3724	.76	1754422	149860	8.5	489.5	42.6	8.7
MOTORCRAFT: TOTAL	9484	6974	1.89	2684911	184906	6.9	390.6	26.2	5.7
OTHER	6738	5049	1.79	391287	33770	8.6	78.4	6.3	8.1
TOTAL	257686	213226	1076	40703768	659307	1.6	106.1	3.1	1.6

TABLE 2-2 GENERAL AVIATION TOTAL HOURS FLOWN BY STATE OF BASED AIRCRAFT - CY 1981 (1 OF 3)

STATE	ESTIMATE OF ACTIVE POPULATION	STANDARD ERROR	ESTIMATE OF TOTAL HOURS	STANDARD ERROR
ALABAMA	2980	398	432644	62566
ALASKA	6450	533	1165501	158122
ARIZONA	4976	510	672923	145333
ARKANSAS	2480	350	518615	106619
CALIFORNIA	30873	1179	5203514	388475
COLORADO	5498	537	1090730	187402
CONNECTICUT	1686	301	310655	63277
DELAWARE	549	164	69604	31345
DC	54	34	14136	11428
FLORIDA	12863	795	3281685	346039
GEORGIA	4477	483	1116526	198275
HAWAII	623	181	287733	131097
IDAMO	2349	358	393569	90454
ILLINOIS	8692	670	1540034	195310
INDIANA	4285	476	712716	120190
IOWA	3747	440	619788	104052
KANSAS	3932	458	619722	117737
KENTUCKY	1687	295	359735	106691
LOUISIANA	3908	437	1551483	248117
MAINE	1156	247	123162	42825
MARYLAND	2645	360	359004	75004

TABLE 2-2 GENERAL AVIATION TOTAL HOURS FLOWN BY STATE OF BASED AIRCRAFT - CY 1981 (2 OF 3)

STATE	ESTIMATE OF ACTIVE POPULATION	STANDARD ERROR	ESTIMATE OF TOTAL HOURS	STANDARD ERROR
MASSACHUSETTS	2409	362	380537	84820
MICHIGAN	7430	619	1189820	177911
MINNESOTA	5417	532	737271	106603
MISSISSIPPI	2132	335	412326	93136
MISSOURI	4465	491	706381	116655
MontANA	2463	379	307459	66595
NEBRASKA	2343	350	420276	102830
NEVADA	1520	267	294695	72546
NEW HAMPSHIRE	1402	258	338137	115811
NEW JERSEY	3659	443	693587	143532
NEW MEXICO	2247	344	502203	109397
NEW YORK	5687	541	913787	126748
NORTH CAROLINA	4300	474	1003422	169142
NORTH DAKOTA	1709	305	237151	53402
OHIO	8400	657	1509041	243654
OKLAHOMA	5165	524	861792	131446
OREGON	5640	533	1022244	159535
PENNSYLVANIA	5666	530	943913	153496
RHODE ISLAND	320	127	43441	22034
SOUTH CAROLINA	1670	320	364841	67183
SOUTH DAKOTA	1125	242	155066	51273
TENNESSEE	2730	325	749422	177207
TEXAS	19481	952	3752575	267325
UTAH	1508	289	261930	72003
VERMONT	447	151	63067	26481
VIRGINIA	2784	382	606047	142020

TABLE 2-2 GENERAL AVIATION TOTAL HOURS FLOWN BY STATE OF BASED AIRCRAFT - CY 1981 (3 OF 3)

STATE	ESTIMATE OF ACTIVE POPULATION	STANDARD ERROR	ESTIMATE OF TOTAL HOURS	STANDARD ERROR
WASHINGTON	6048	552	930101	139219
WEST VIRGINIA	942	220	182050	62197
WISCONSIN	4432	462	808748	161623
WYOMING	1142	246	250154	98021
PUEBLA MEXICO	124	69	38252	15777
OTHER U.S. TERRITORIES	54	54	15129	16087
FOREIGN	594	151	200885	78488
TOTAL	213226	1078	40703768	659377

NOTE: COLUMN SUMMATIONS MAY DIFFER FROM PRINTED TOTALS DUE TO ESTIMATION PROCEDURES.

TABLE 2-3 GENERAL AVIATION TOTAL HOURS FLOWN BY REGION OF BASED AIRCRAFT - CY 1981

REGION	ESTIMATE OF ACTIVE POPULATION	STANDARD ERROR	ESTIMATE OF TOTAL HOURS	STANDARD ERROR
ALASKAN	6450	534	1165501	158122
CENTRAL	14489	858	2372818	210567
EASTERN	21988	1923	3858235	276764
EUROPEAN OFFICE	214	70	54342	19156
GREAT LAKES	41498	1355	6938052	344877
NEW ENGLAND	7424	615	1263638	162378
NORTHWEST MT.	24708	1084	4284962	306062
SOUTHERN	33331	1229	7840805	473352
SOUTHWESTERN	33440	1209	7279556	411113
WESTERN-PACIFIC	38974	1287	6693537	424771
TOTAL	213226	1078	40703768	659307

NOTE: COLUMN SUMMATIONS MAY DIFFER FROM PRINTED TOTALS DUE TO ESTIMATION PROCEDURES.

TABLE 2-4 GENERAL AVIATION TOTAL HOURS FLOWN BY AIRCRAFT TYPE AND PRIMARY USE - CY 1981
(1 OF 3)

AIRCRAFT TYPE	EXECUTIVE	BUSINESS	PERSONAL	INSTRUC-TIONAL	AERIAL APPL	AERIAL OBS	OTHER WORK	COMMUTER CARRIERS	AIR TAXI	OTHER	RENTAL	TOTAL
FIXED WING - PISTON												
1 ENG: 1-3 SEATS	349248	2369306	3514405	1842590	424802	117774	0	21361	137533	1075603	10185638	
EST.TOT.HOURS	378841	34.4	5.7	6.9	5.7	28.5	26.3	0.0	54.6	21.9	17.5	3.9
± STD. ERROR	46.9											
1 ENG: 4+ SEATS	891579	5052391	5452145	1761607	140797	491212	74666	130265	1084774	171552	2518642	17516247
EST.TOT.HOURS	13.2	4.9	3.4	12.2	40.3	25.7	42.3	47.6	14.0	25.5	10.6	2.5
± STD. ERROR												
1 ENGINE: TOTAL												
EST.TOT.HOURS	1268371	3405829	7665278	5264447	1986631	917000	193247	130283	1107157	308426	3588810	27692086
± STD. ERROR	13.3	4.7	2.9	7.2	5.7	18.9	23.5	47.6	13.7	16.8	9.1	2.1
2 ENG: 1-6 SEATS	997124	1345638	212016	142752	575	127449	0	48278	605291	75993	41352	3600360
EST.TOT.HOURS	11.0	7.3	16.3	20.6	98.8	36.6	0.0	61.3	16.2	31.3	39.1	4.0
± STD. ERROR												
2 ENG: 7+ SEATS	1064961	334081	102226	21444	55274	46330	13034	423447	484442	60212	10272	2762506
EST.TOT.HOURS	11.6	13.1	27.0	80.9	33.3	53.6	120.2	24.3	17.3	31.7	90.6	5.5
± STD. ERROR												
2 ENGINE: TOTAL												
EST.TOT.HOURS	2054608	1876562	304612	164343	55603	169647	13034	465638	1091357	136145	51527	6366867
± STD. ERROR	8.0	6.4	13.6	25.3	31.7	31.2	120.2	22.8	11.8	22.4	35.7	3.3
PISTON: OTHER	3931	83	851	0	6718	221	0	0	2243	2069	8479	24700
EST.TOT.HOURS	22.0	362.2	43.9	0.0	16.5	44.6	0.0	0.0	49.4	22.3	51.0	25.3
± STD. ERROR												
PISTON: TOTAL												
EST.TOT.HOURS	3276502	7245372	7959992	5440034	2060388	1089341	204904	596325	2196068	438294	3657245	34288659
± STD. ERROR	7.4	3.9	2.8	7.0	5.7	16.8	23.0	20.3	9.1	13.7	8.9	1.8
FIXED WING - TURBOPROP												
2 ENG: 1-12 SEATS	924008	422805	17086	1125	0	2620	0	0	155700	42321	9804	1549528
EST.TOT.HOURS	17.6	08.8	118.1	0.0	159.9	0.0	0.0	23.5	33.8	73.0	4.4	
± STD. ERROR												

TABLE 2-4 GENERAL AVIATION TOTAL HOURS FLOWN BY AIRCRAFT TYPE AND PRIMARY USE - CY 1981
(2 OF 3)

AIRCRAFT TYPE	EXECUTIVE	BUSINESS	PERSO-NAL	INSTRUC-TIONAL	AERIAL APPL	AERIAL OBS	UHHLK WORK	COMMUTER CARRIAGE	AIR TAXI	OTHER	RENTAL	TOTAL
2 ENG: 13+ SEATS												
EST. TOT. HOURS	1286540	23076	0	806	0	0	0	369522	14428	10516	3846	542451
* STD. ERRORS	19.9	45.4	0.0	125.8	0.0	0.0	0.0	11.9	64.8	55.3	151.6	6.3
2 ENGINE:	TOTAL											
EST. TOT. HOURS	1050323	445778	17086	1806	0	2620	0	369522	170235	52867	13747	2091980
* STD. ERRORS	7.2	17.0	68.6	84.3	0.0	159.9	0.0	11.9	22.4	29.4	67.8	3.9
TURBOPROP:	UHHLK											
EST. TOT. HOURS	2981	6182	1361	0	40505	0	0	0	8465	2293	1331	62540
* STD. ERRORS	33.8	41.4	44.2	0.0	27.9	0.0	0.0	0.0	11.8	33.8	31.4	17.9
TURBOPROP: TOTAL												
EST. TOT. HOURS	1053699	451495	18891	1806	40505	2620	0	369522	178471	55362	15775	2154526
* STD. ERRORS	7.1	16.9	60.1	84.3	27.9	159.9	0.0	11.9	21.7	27.4	55.5	3.8
FIXED WING - TURBOPROP												
2 ENGINE TURBOPROP												
EST. TOT. HOURS	904923	225894	843	0	0	5259	3116	88313	35362	0	0.0	1238071
* STD. ERRORS	5.2	15.6	127.2	0.0	0.0	123.5	207.7	116.2	34.0	37.8	0.0	3.9
TURBOPROP:	UHHLK											
EST. TOT. HOURS	86643	14113	115	0	0	0	0	0	0	0	12044	21973
* STD. ERRORS	11.2	54.5	43.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	18.3	33.2
TURBOPROP: TOTAL												
EST. TOT. HOURS	994107	241001	905	0	0	5259	3116	88313	50176	21973	149315	
* STD. ERRORS	4.8	15.5	56.1	0.0	0.0	123.5	207.7	116.2	34.0	16.3	33.2	10.0
FIXED WING: TOTAL												
EST. TOT. HOURS	5260589	7857257	7978749	5443483	2099477	1096704	209988	967492	2430819	532923	3688721	37627572
* STD. ERRORS	5.2	3.7	2.8	7.0	5.6	16.7	22.9	5.5	8.5	12.1	8.9	1.7
KUTOKART												
PISTON												
EST. TOT. HOURS	121439	90020	26514	69960	30883	160041	18065	0	52099	84284	465	930458
* STD. ERRORS	43.3	41.2	23.4	32.8	16.2	38.7	55.5	0	59.7	36.9	204.1	11.6
TURBINE												
EST. TOT. HOURS	915533	189136	8708	10047	33021	145118	144253	9672	320369	122295	5553	1754422
* STD. ERRORS	19.5	36.4	57.5	89.5	26.5	46.1	28.8	104.7	24.1	26.3	108.8	6.5

TABLE 2-4 GENERAL AVIATION TOTAL HOURS FLOWN BY AIRCRAFT TYPE AND PRIMARY USE - CY 1981
(3 OF 3)

AIRCRAFT TYPE	EXECUTIVE	BUSINESS	PERSO-NAL	INSTRU-C-TIONAL	AERIAL APPL	AERIAL OBS	OTHER WORK	COMMUTER CARRIERS	AIR TAXI	OTHER	RENTAL	TOTAL
AIRCRAFT: TOTAL												
EST. TOT. HOURS	936548	278517	33847	79772	346866	295841	159960	9672	372491	205827	4062	2684911
* STD. ERROR	17.9	27.7	21.0	32.4	14.9	28.7	25.0	104.7	22.4	21.6	104.0	6.9
OTHER												
EST. TOT. HOURS	13224	6275	208282	58462	0	4983	12890	0	3234	31428	56778	391287
* STD. ERROR	44.4	53.1	8.8	37.3	0.0	50.7	32.3	0.0	95.7	24.2	34.1	8.0
TOTAL												
EST. TOT. HOURS	6189787	8122340	8241293	5596798	2447166	1401905	368608	978741	2808784	769407	3768116	40753768
* STD. ERROR	4.0	3.0	2.4	4.8	4.9	11.4	12.5	7.7	4.6	11.1	5.9	1.6

NOTE: ROW AND COLUMN SUMMATIONS MAY DIFFER FROM PRINTED TOTALS DUE TO ESTIMATION PROCEDURES.

TABLE 2-5 GENERAL AVIATION ANNUAL HOURS FLOWN BY SDR AIRCRAFT MANUFACTURER
MODEL GROUP CY 1981 (1 OF 16)

MANUFACTURER/MODEL GROUP	GROUP SIZE	ESTIMATE OF TOTAL HOURS	STANDARD ERROR	PERCENT STANDARD ERROR	ESTIMATE OF MEAN HOURS	STANDARD ERROR	PERCENT STANDARD ERROR
OTHER 01	10252	304068	58798	19.3	58.1	10.6	18.2
OTHER 02	1005	46258	13216	28.6	80.2	20.6	25.7
OTHER 03	437	56725	15445	27.2	185.8	40.0	21.5
OTHER 04	166	5387	6051	112.3	259.6	111.8	43.1
OTHER 05	98	6173	1278	20.7	197.7	30.1	15.2
OTHER 06	155	49403	7438	15.1	360.5	40.4	11.2
OTHER 07	119	88552	24118	27.2	949.2	223.0	23.5
OTHER 08	81	15119	2965	19.6	309.0	51.0	16.5
OTHER 09	451	106527	24770	23.3	321.6	54.6	17.0
OTHER 10	160	22477	6121	27.2	241.6	63.4	26.2
OTHER 11	1718	37280	17342	46.5	89.3	34.5	38.8
OTHER 12	223	48355	16686	34.5	367.7	80.4	21.9
OTHER 13	1904	66693	13013	19.5	60.8	9.3	15.3
ADAMS A50's	50	2031	427	21.0	45.7	6.9	15.1
AEROKSJ2	37	189	129	68.1	21.1	8.2	38.8
AEROSPAS355	61	1179	2516	213.4	19.3	41.2	213.4
AERUSPSA316	133	90435	17707	19.6	714.5	129.1	18.1
AERUSPSA341	62	13935	3114	22.3	313.3	41.2	13.2
AGUSTA205	59	28939	2147	7.4	592.5	33.6	5.7
AGUSTAA109	23	4509	2387	52.9	392.1	60.9	15.5
AIRFITSA	271	35238	11584	32.9	203.5	56.4	27.7

NOTE: SEE PAGE 2-41 FOR CODING.

TABLE 2-5 GENERAL AVIATION ANNUAL HOURS FLOWN BY SDR AIRCRAFT MANUFACTURER
MODEL GROUP CY 1981 (2 OF 16)

MANUFACTURER/MODEL GROUP	GROUP SIZE	ESTIMATE OF TOTAL HOURS	STANDARD ERROR	PERCENT STANDARD ERROR	ESTIMATE OF MEAN HOURS	STANDARD ERROR	PERCENT STANDARD ERROR
AIRSPAC18	23	90	49	54.2	7.8	3.5	45.1
AIRTRCAT300	320	116952	17593	15.0	439.9	44.2	10.0
AMF FALC10	123	47180	8232	17.4	469.9	47.9	10.2
AMF FALC20	234	98061	11424	11.6	485.5	32.2	6.6
AMF FALC50	46	7731	5992	77.5	448.2	67.1	15.0
AMTR TMK	28	683	419	61.3	40.7	18.9	46.4
ARCRNEH37	46	0	0	0.0	0.0	0.0	0.0
ARCTICSLA	91	991	612	61.8	49.0	13.9	28.3
ARCTICSIE1	24	493	96	19.5	42.9	5.0	11.7
ARUNCA15	196	4105	2247	54.7	33.9	16.8	49.4
ARONCA65	149	2848	940	33.0	46.2	10.7	23.1
ARONCAC-3	56	207	46	22.4	15.7	2.4	15.4
ARONCAU58	158	4781	2429	50.8	57.4	23.6	44.5
AVIANA FALCON	26	464	166	35.8	21.4	5.7	26.7
AVIANASKYHAWK	24	991	205	20.7	41.3	8.3	20.7
AYRES S-2	931	326155	38636	11.8	410.0	35.4	8.6
BAC 111	31	13729	2067	15.1	442.9	66.7	15.1
BAG 6206	35	5191	2592	49.9	161.3	76.2	47.3
BAG UH125	53	23232	3074	13.2	438.3	58.0	13.2
BALWKS FIRE FFY	813	53329	9988	18.7	76.2	12.9	16.9
BEECH 100	266	146528	19339	13.2	550.9	72.7	13.2

TABLE 2-5 GENERAL AVIATION ANNUAL HOURS FLOWN BY SDR AIRCRAFT MANUFACTURER
MODEL GROUP CY 1981 (3 OF 16)

MANUFACTURER/MODEL GROUP	GROUP SIZE	ESTIMATE OF TOTAL HOURS	STANDARD ERROR	PERCENT STANDARD ERROR	ESTIMATE OF MEAN HOURS	STANDARD ERROR	PERCENT STANDARD ERROR
BEECH 17	190	3882	1806	46.5	51.6	10.3	19.9
BEECH 18	1002	171347	53692	31.3	312.2	81.3	26.0
BEECH 200	634	315399	40280	12.8	497.3	63.5	12.8
BEECH 23	2893	467731	59332	12.7	171.8	21.2	12.3
BEECH 33	1617	197839	18564	9.4	126.0	11.5	9.1
BEECH 35	6980	774756	51702	6.7	117.3	7.5	6.4
BEECH 36	1690	321234	30664	9.5	190.1	18.1	9.5
BEECH 45	308	32240	6865	21.3	138.0	24.1	17.5
BEECH 50	345	14116	6285	44.5	58.8	22.2	37.7
BEECH 55	2253	397717	46068	11.0	186.8	20.7	11.1
BEECH 56	65	7554	1268	16.8	123.8	18.8	15.2
BEECH 58	1296	343649	26649	7.8	266.2	20.5	7.7
BEECH 60	405	77042	11524	15.0	190.2	28.5	15.0
BEECH 65	160	27546	6371	23.1	232.4	44.3	19.1
BEECH 76	294	62633	14045	22.4	215.3	47.8	22.2
BEECH 77	227	76414	12618	16.5	339.3	55.3	16.3
BEECH 80	223	44457	15445	34.7	271.7	74.4	27.4
BEECH 90	1052	386962	36447	9.4	377.9	34.0	9.0
BEECH 95	467	82476	21919	26.6	171.0	45.2	26.4
BEECH 99	49	68787	12555	18.3	1494.4	232.2	15.5
BELL 204	142	18733	6304	33.7	158.8	49.9	31.4

TABLE 2-5 GENERAL AVIATION ANNUAL HOURS FLOWN BY SDR AIRCRAFT MANUFACTURER
MODEL GROUP CY 1981 (4 OF 16)

MANUFACTURER/MODEL GROUP	GROUP SIZE	ESTIMATE OF TOTAL HOURS	STANDARD ERROR	PERCENT STANDARD ERROR	ESTIMATE OF MEAN HOURS	STANDARD ERROR	PERCENT STANDARD ERROR
BELL 206	1971	1079517	138112	12.8	564.1	70.5	12.5
BELL 212	144	29309	11779	40.2	254.4	80.8	31.8
BELL 222	39	11815	3054	25.8	302.9	78.3	25.8
BELL 412	21	6510	0	0.0	310.3	0.0	0.0
BELL 47	1488	394871	71060	18.0	318.0	52.0	16.3
BLANCA11	958	24457	4663	19.1	45.0	6.9	15.3
BLANCA1413	292	2868	1724	60.1	34.6	9.0	27.8
BLANCA1419	298	15252	5213	34.2	80.3	17.3	21.6
BLANCA17	1084	124153	21672	17.5	121.0	20.4	16.9
BLANCA7	6047	448721	102871	22.9	109.3	24.2	22.2
BLANCA8	740	81747	17079	26.9	115.3	23.5	20.4
ENORM BN2	95	60272	10700	17.8	758.9	116.4	15.3
BOEING707	55	23816	8332	35.0	930.9	264.4	28.4
BOEING720	19	765	577	75.4	169.0	88.3	52.3
BOEING727	61	13970	6844	49.0	345.0	106.0	30.7
BOEING737	15	9756	2965	30.4	650.4	197.7	30.4
BOEING747	22	19888	0	0.0	904.0	0.0	0.0
BOEING75	1923	32736	10554	32.2	50.6	13.1	25.9
BOLKMS105	70	40462	7430	18.4	578.0	106.1	18.4
BRAEMODM125	151	60959	7056	11.6	406.4	47.0	11.6
BRASOVIS28	55	5158	1338	25.9	98.0	24.8	25.3

TABLE 2-5 GENERAL AVIATION ANNUAL HOURS FLOWN BY SDR AIRCRAFT MANUFACTURER
MODEL GROUP CY 1981 (5 OF 16)

MANUFACTURER/MODEL GROUP	GROUP SIZE	ESTIMATE OF TOTAL HOURS	STANDARD ERROR	PERCENT STANDARD ERROR	ESTIMATE OF MEAN HOURS	STANDARD ERROR	PERCENT STANDARD ERROR
BRA STRFLEET 2	29	552	137	24.9	39.5	7.2	18.2
BRA STRFLEET 7	22	170	112	66.1	29.0	9.1	31.2
BUKER 131	30	370	137	36.9	57.0	8.0	14.0
CAMRON MODEL 0	123	7290	1808	24.8	60.7	14.7	24.3
CESSNA 120	898	45637	14862	32.6	58.1	18.3	31.5
CESSNA 140	2447	104470	16797	16.1	59.5	8.6	14.5
CESSNA 150	20070	4630082	321405	6.9	262.0	17.4	6.7
CESSNA 170	2463	268454	98081	36.5	128.9	46.4	36.0
CESSNA 172	24973	4546301	289504	6.4	198.3	12.3	6.2
CESSNA 175	1397	71204	16866	23.7	59.1	13.3	22.4
CESSNA 177	2983	332700	31827	9.6	120.8	10.9	9.1
CESSNA 180	2759	351089	49668	14.1	140.8	19.1	13.5
CESSNA 182	13678	1740841	96881	5.6	139.2	7.3	5.2
CESSNA 185	1536	257646	47348	18.4	187.8	32.3	17.2
CESSNA 188	1912	449758	50613	11.3	268.4	25.6	9.5
CESSNA 190	84	1870	502	26.8	39.0	5.2	13.5
CESSNA 195	495	21267	3976	18.7	71.0	10.0	14.9
CESSNA 206	3022	565631	75796	13.4	201.2	26.1	13.0
CESSNA 207	399	214933	40665	18.9	653.0	75.2	11.5
CESSNA 210	6411	1058755	82121	7.8	175.7	13.0	7.4
CESSNA 305	257	28647	3582	12.5	119.8	14.0	11.7

TABLE 2-5 GENERAL AVIATION ANNUAL HOURS FLOWN BY SDR AIRCRAFT MANUFACTURER
MODEL GROUP CY 1981 (6 OF 16)

MANUFACTURER/MODEL GROUP	GROUP SIZE	ESTIMATE OF TOTAL HOURS	STANDARD ERROR	PERCENT STANDARD ERROR	ESTIMATE OF MEAN HOURS	STANDARD ERROR	PERCENT STANDARD ERROR
CESSNA310	3321	681965	81266	11.9	241.4	26.3	10.9
CESSNA320	358	50389	12764	25.3	160.9	37.0	23.0
CESSNA335	54	19554	3196	16.3	373.7	59.6	15.9
CESSNA336	98	8931	3231	36.2	97.5	34.0	34.9
CESSNA337	1322	207282	29860	14.4	176.1	23.3	13.2
CESSNA340	910	189272	23158	12.2	208.0	25.4	12.2
CESSNA401	257	77327	11292	14.6	306.3	43.0	14.0
CESSNA462	742	352525	65681	18.6	517.0	90.9	17.6
CESSNA404	176	90494	18266	20.2	611.9	92.9	15.2
CESSNA411	150	26576	8243	31.0	148.3	43.6	29.4
CESSNA414	743	161362	25806	16.0	235.6	33.2	14.1
CESSNA421	1296	329281	37754	11.5	290.4	28.0	9.6
CESSNA425	65	11658	2267	19.5	189.6	35.5	18.7
CESSNA441	174	56994	7795	13.7	339.0	43.0	12.7
CESSNA500	439	193786	21367	11.0	470.8	44.1	9.4
CESSNA56	79	176	165	93.8	25.3	4.3	16.9
CESSNAU54	35	387	71	18.3	32.2	3.2	9.3
CHILDS2	127	6380	1398	21.9	50.7	11.0	21.7
CUMMINS5	106	1743	596	34.2	32.9	8.3	25.1
CUNAEKLA4	479	32219	7324	22.7	75.3	16.1	21.4
CURTISCS46	43	3178	1710	53.8	171.8	78.4	45.6

TABLE 2-5 GENERAL AVIATION ANNUAL HOURS FLOWN BY SDR AIRCRAFT MANUFACTURER
MODEL GROUP CY 1981 (7 OF 16)

MANUFACTURER/MODEL GROUP	GROUP SIZE	ESTIMATE OF TOTAL HOURS	STANDARD ERROR	PERCENT STANDARD ERROR	ESTIMATE OF MEAN HOURS	STANDARD ERROR	PERCENT STANDARD ERROR
CURTIS JN	21	48	13	28.0	14.3	1.7	11.7
CURTIS KUBIN	35	84	41	49.1	12.0	3.8	31.9
CURTIS WALK	183	8962	5904	66.5	124.6	69.0	55.3
CVAC 22	18	466	365	78.2	129.5	65.6	50.7
CVAC 240	54	834	326	39.2	66.6	16.6	25.0
CVAC 340	23	3135	1663	53.1	289.6	59.9	20.7
CVAC BT13	93	266	133	50.1	15.5	1.7	11.0
CVAC L13	22	28	29	105.5	10.0	0.0	0.0
CVAC STC580	34	16313	6287	38.5	479.8	184.9	38.5
DART G	26	83	31	37.6	16.5	3.1	18.7
DHAV DHC1	88	3552	756	21.3	54.7	9.1	16.6
DHAV DHC2	320	64144	16345	25.5	297.8	70.0	23.5
DHAV DHC6	116	133541	27225	20.4	1142.7	230.4	20.2
DHAV XDH82	89	2303	683	29.6	65.3	13.2	20.2
DOUG A26	62	517	155	30.0	22.1	5.3	24.1
DOUG DC3	462	42787	36286	84.8	130.4	105.3	80.8
DOUG DC4	84	4145	1392	33.6	126.0	8.3	6.6
DOUG DC6	116	3604	3508	97.3	134.8	13.3	9.9
DOUG DC7	43	10784	4824	44.7	447.6	137.2	30.6
DOUG DC8	45	1017	571	56.1	72.9	38.3	52.5
DOUG DC9	25	15781	1571	10.0	631.3	62.8	10.0

TABLE 2-5 GENERAL AVIATION ANNUAL HOURS FLOWN BY SDR AIRCRAFT MANUFACTURER
MODEL GROUP CY 1981 (8 OF 16)

MANUFACTURE/MODEL GROUP	GROUP SIZE	ESTIMATE OF TOTAL HOURS	STANDARD ERROR	PERCENT STANDARD ERROR	ESTIMATE OF MEAN HOURS	STANDARD ERROR	PERCENT STANDARD ERROR
EIRUN20	109	950.3	226.9	23.9	94.9	21.0	22.1
EMAIR MA1	25	444.2	93.1	20.9	287.4	51.2	17.8
EMB 110	49	56846	11951	21.0	1160.1	243.9	21.0
ENSTRMF 28	449	104615	24557	23.5	254.3	59.3	23.3
FLEET 16B	25	547	106	19.4	35.0	3.8	10.7
FRCHLD24	303	3959	1484	37.5	44.5	10.9	24.5
FRCHLD24C119	34	5516	3357	60.8	162.3	98.7	60.8
FRCHLD27	30	8907	1426	16.0	352.6	29.7	8.4
FRCHLD462	233	2884	1162	40.3	27.1	8.5	31.4
GENBALAX6	49	2929	480	16.4	73.0	8.9	12.2
GLASFLIBELL	158	21660	6588	30.4	147.6	41.3	27.9
GROB ASTIR	60	3661	732	20.0	62.2	12.3	19.8
GRTLKS2T1	183	10131	3589	35.4	81.2	25.2	31.1
GRUMANTBM	36	1046	413	39.5	76.8	13.8	17.9
GRUMAVAA1	631	145996	49424	33.9	237.2	79.9	33.7
GRUMAVAA5	1100	146487	18481	12.6	133.2	16.8	12.6
GRUMAVC164	614	249359	38347	15.4	448.7	58.6	13.1
GRUMAVC21	53	6462	2851	44.1	182.9	37.4	20.5
GULSTM112	745	64961	10348	15.9	98.2	14.1	14.3
GULSTM500	336	121204	29572	24.4	376.3	89.3	23.8
GULSTM520	61	885	1047	116.4	69.6	38.9	55.9

TABLE 2-5 GENERAL AVIATION ANNUAL HOURS FLOWN BY SDR AIRCRAFT MANUFACTURER MODEL GROUP CY 1981 (9 OF 16)

MANUFACTURER/MODEL GROUP	GROUP SIZE	ESTIMATE OF TOTAL HOURS	STANDARD ERROR	PERCENT STANDARD ERROR	ESTIMATE OF MEAN HOURS	STANDARD ERROR	PERCENT STANDARD ERROR
GULSTM60C	136	9900	1945	19.6	83.2	12.8	15.4
GULSTM60D	375	91257	35736	39.2	279.5	102.4	36.6
GULSTM60TP	129	28969	6248	21.6	279.2	47.2	16.9
GULSTM60TP	247	85397	8724	10.2	347.6	35.0	10.1
GULSTM6A1	619	47200	9934	21.0	85.3	17.0	20.0
GULSTM6A5	1058	184847	46266	25.0	192.6	46.8	24.3
GULSTM6159	149	76411	7301	9.6	512.8	49.0	9.6
GULSTM6159	132	52484	8611	16.4	412.9	62.9	15.2
GULSTM644	86	12139	3819	31.5	185.8	54.3	29.2
GULSTM673	22	4794	3876	80.9	572.0	237.7	41.0
GULSTM6A7	59	10186	2002	19.6	172.7	33.9	19.6
MELIO M250	22	2658	586	22.0	145.3	28.5	19.0
MELIO M295	105	13616	4099	29.7	168.4	43.2	25.6
MELIO M351	25	1177	306	26.0	75.6	15.8	20.9
MELIO M395	23	2442	329	13.5	129.1	13.0	10.5
MILLER MH100	71	12707	4752	37.4	174.0	66.9	37.4
MILLER MH12	667	120107	46788	22.3	238.0	47.5	20.3
HUGHES 269	698	229950	70932	30.6	479.2	125.7	26.2
HUGHES 369	564	208544	48286	23.2	379.0	86.7	22.9
HAWKSLYD MH104	36	1935	1141	59.0	194.7	65.3	33.6
HAWKSLYD MH125	31	10370	1628	15.7	390.2	53.9	13.8

TABLE 2-5 GENERAL AVIATION ANNUAL HOURS FLOWN BY SDR AIRCRAFT MANUFACTURER
MODEL GROUP CY 1981 (10 OF 16)

MANUFACTURER/MODEL GROUP	GROUP SIZE	ESTIMATE OF TOTAL HOURS	STANDARD ERROR	PERCENT STANDARD ERROR	ESTIMATE OF MEAN HOURS	STANDARD ERROR	PERCENT STANDARD ERROR
HYNES B2	135	5649	887	15.7	80.1	11.0	13.7
ISRAELI 121	114	33549	1039	31.4	318.4	94.9	29.8
ISRAELI 124	138	47004	8859	18.8	454.1	43.0	9.6
JBM STRUGAIS	82	1729	915	52.9	60.6	20.4	33.7
KUHLUND	269	6284	1883	30.0	60.9	15.9	26.1
LAIR FM10	41	394	116	29.5	26.0	5.6	21.4
LEAR 23	62	23324	4303	18.5	376.1	69.4	18.5
LEAR 24	193	64851	13149	20.3	354.3	67.4	19.0
LEAR 25	237	125736	12515	10.0	530.5	52.8	16.0
LEAR 35	300	136848	13245	9.7	456.2	44.2	9.7
LET L13	175	18207	2738	15.0	121.1	16.6	13.7
LKHEDD1329	142	39111	7826	13.2	425.5	53.4	12.6
LKHEDD18	81	1097	420	38.2	38.3	4.6	12.4
LKHEDDPV1	60	0	0	0.0	0.0	0.0	0.0
LKHEDDT33	52	73	88	119.8	21.7	3.0	13.7
LUSCOM8	2216	58800	10197	17.3	47.6	7.5	15.7
MARTIN404	28	4	4	125.4	1.0	0.0	0.0
MAUL M4	271	16053	2544	15.8	63.3	10.4	16.3
MAULE M5	425	116377	34007	29.2	289.0	83.1	28.8
MCLISHPUNKB	137	1423	1032	72.0	56.8	26.3	46.2
MEYERSUTW	51	443	219	49.4	26.1	6.0	23.2

TABLE 2-5 GENERAL AVIATION ANNUAL HOURS FLOWN BY SDR AIRCRAFT MANUFACTURER
MODEL GROUP CY 1981(11 OF 16)

MANUFACTURER/MODEL GROUP	GROUP SIZE	ESTIMATE OF TOTAL HOURS	STANDARD ERROR	PERCENT STANDARD ERROR	ESTIMATE OF MEAN HOURS	STANDARD ERROR	PERCENT STANDARD ERROR
HNCJUP40	71	582	231	39.7	25.8	5.6	21.6
HNMITEM18	147	936	461	49.3	22.9	4.4	19.2
HOUNEYMM20	5896	840479	75031	8.9	147.9	12.9	8.8
HUCH115205	49	1693	180	10.6	41.9	3.9	9.3
HTSBSIMU2	524	172176	21676	12.6	345.1	38.9	11.3
MULTECD16	49	1375	666	48.5	56.1	17.6	31.3
NAMEK B25	53	400	167	41.6	25.8	7.9	30.7
NAMEK F51	150	3320	1891	57.0	70.3	20.7	29.5
NAMEK NA26C	69	2097	364	17.3	63.9	9.2	14.4
NAMEK To	474	30089	8400	27.9	94.8	19.5	20.6
NAVAL N3N	152	1744	564	32.3	45.4	12.1	26.6
NAVIONNAVION	582	27332	4407	16.1	53.8	7.7	14.3
NORD SV4	46	1125	252	26.0	43.0	9.0	20.9
ORLHELM19	37	495	2207	44.2	270.0	14.7	5.4
PICARDIA6	170	5774	1005	17.4	44.2	6.4	14.4
PILATSB4	28	1845	371	20.1	69.8	13.0	18.7
PIPER 600	341	90367	15420	17.1	273.8	45.2	16.5
PIPER J2	66	560	92	16.4	24.8	3.0	11.9
PIPER J3	4263	168135	45559	27.1	67.8	17.6	25.9
PIPER J4	240	5946	4373	73.5	89.7	57.9	64.6
PIPER J5	349	9603	2042	21.3	49.7	7.3	14.7

TABLE 2-5 GENERAL AVIATION ANNUAL HOURS FLOWN BY SDR AIRCRAFT MANUFACTURER
MODEL GROUP CY 1981 (12 OF 16)

MANUFACTURER/MODEL GROUP SIZE	GROUP SIZE	ESTIMATE OF TOTAL HOURS	STANDARD ERROR	PERCENT STANDARD ERROR	ESTIMATE OF MEAN HOURS	STANDARD ERROR	PERCENT STANDARD ERROR
PIPER PA12	1324	54982	13861	25.2	64.3	14.2	22.1
PIPER PA14	104	5178	1321	25.5	51.1	11.0	21.4
PIPER PA15	190	5906	1816	30.7	56.7	10.7	18.8
PIPER PA16	363	53182	41346	77.7	225.8	171.5	76.0
PIPER PA17	114	2400	799	33.3	41.4	8.2	19.8
PIPER PA18	3446	355029	66252	18.7	135.3	23.2	17.1
PIPER PA20	489	30674	11249	36.7	104.4	34.0	31.6
PIPER PA22	5062	199050	19392	9.7	60.2	4.4	7.3
PIPER PA23	3650	690116	72542	10.5	219.8	20.7	9.4
PIPER PA24	3293	360104	30172	8.4	112.8	9.2	8.2
PIPER PA25	1527	259470	54741	21.1	248.1	44.4	17.9
PIPER PA28	22425	3843372	226981	5.9	182.2	10.5	5.8
PIPER PA30	1300	164656	21585	13.1	127.1	16.0	13.1
PIPER PA31	2030	816424	66977	10.7	424.4	45.4	10.7
PIPER PA31T	499	155380	22019	14.2	311.4	44.1	14.2
PIPER PA32	4250	833925	81813	9.6	207.3	19.7	9.5
PIPER PA34	2052	547237	60137	11.0	270.5	29.4	10.9
PIPER PA36	328	73295	12430	17.0	230.5	37.0	16.1
PIPER PA38	1561	528685	60124	11.4	350.7	38.1	10.9
PIPER PA42	37	14252	2667	18.7	401.3	72.2	18.0
PIPER PA44	324	113102	21762	19.2	359.9	67.8	18.8

TABLE 2-5 GENERAL AVIATION ANNUAL HOURS FLOWN BY SDR AIRCRAFT MANUFACTURER
MODEL GROUP CY 1981 (13 OF 16)

MANUFACTURER/MODEL GROUP	GROUP SIZE	ESTIMATE OF TOTAL HOURS	STANDARD ERROR	PERCENT STANDARD ERROR	ESTIMATE OF MEAN HOURS	STANDARD ERROR	PERCENT STANDARD ERROR
PROPT200	95	6253	1560	24.9	70.7	16.5	23.3
RANKING5	55	1017	180	17.7	44.8	6.6	14.7
RAVEN K46	220	6644	1566	23.6	37.5	7.8	20.7
RAVEN S5C	107	931	570	61.3	22.0	10.3	47.0
RAVEN S55	568	27253	6912	25.4	62.5	13.7	21.9
RAVEN S60	54	1906	336	17.6	41.3	6.1	14.7
RKHELL500	40	15858	4957	25.6	415.3	104.5	25.2
RKHELL690TP	61	26253	4415	16.8	478.2	68.0	14.2
RKHELL700	22	4790	3484	72.7	217.7	158.4	72.7
RKHELLNAZ65	338	150971	13094	8.7	467.9	34.7	7.4
ROSSINK22	108	29440	6271	21.3	315.1	60.6	19.2
HOLSCMLS	110	6642	845	12.7	60.4	7.7	12.7
RYAN ST3	161	5165	1773	34.3	59.9	8.2	13.7
RYAN STA	33	230	68	29.7	23.4	3.1	13.2
SCHLERAS15	38	2271	381	16.8	62.9	10.1	16.1
SCHLERAS19	55	3608	464	12.9	69.3	8.0	11.6
SCHLERAS20	78	3861	973	25.2	57.1	13.2	23.2
SCHLERAK8	23	784	127	16.1	37.2	5.3	13.4
SCHLERAK6	74	2270	459	20.2	34.8	6.2	17.7
SCHLERG164	908	329249	44689	13.6	430.9	46.1	10.7
SCHLERKS1	779	40641	16005	39.4	64.5	24.6	36.2

TABLE 2-5 GENERAL AVIATION ANNUAL HOURS FLOWN BY SDR AIRCRAFT MANUFACTURER
MODEL GROUP CY 1981 (14 OF 16)

MANUFACTURER/MODEL GROUP GROUP	GROUP SIZE	ESTIMATE OF TOTAL HOURS	STANDARD ERROR HOURS	PERCENT STANDARD ERROR	ESTIMATE OF MEAN HOURS	STANDARD ERROR	PERCENT STANDARD ERROR
SCWZERSG2	601	83552	22256	26.6	188.9	44.9	23.6
SEMCO CLNGER	27	518	99	19.1	33.6	5.2	15.4
SEMCO MODELL	35	139	107	77.0	7.0	5.0	71.9
SKRSKYSS5	84	22019	7363	33.4	378.6	87.3	23.1
SKRSKYSS6	68	7378	2442	33.1	194.3	38.2	19.6
SKRSKYSS7	21	14300	1814	12.7	680.9	86.4	12.7
SKRSKYSS76	53	36036	6288	17.4	679.9	118.6	17.4
SLIMDS100	339	18408	4291	23.3	60.3	13.0	21.6
SMITH 000	198	62567	18124	29.0	333.5	94.9	28.4
SNIAS 350	208	66218	6842	10.3	379.4	34.3	9.0
SNIAS SA318	34	11858	617	5.2	348.8	18.1	5.2
SOCATAMS894	42	4029	544	13.5	100.1	12.7	12.7
SOCATAKALLYE	43	5205	1159	22.3	121.3	27.0	22.3
SPHRTHCLKKUS	106	5037	1786	35.5	59.7	19.7	33.1
SPHRTHMLMUS	39	3690	386	10.5	94.0	9.9	10.3
STBKOSSD3	29	50867	12963	25.5	2017.1	337.7	16.7
STNSON10	173	4836	1837	36.0	72.8	19.8	27.2
STNSONL2	133	1359	664	48.6	21.1	8.1	38.4
STNSUNSK9	26	43	19	43.1	14.3	4.2	29.4
STNSONV77	106	642	298	46.5	22.1	5.0	25.3
STOLAMRC3	236	3978	2540	63.9	35.4	19.3	54.4

TABLE 2-5 GENERAL AVIATION ANNUAL HOURS FLOWN BY SDR AIRCRAFT MANUFACTURER
MODEL GROUP CY 1981 (15 OF 16)

MANUFACTURER/MODEL GROUP	GROUP SIZE	ESTIMATE OF TOTAL HOURS	STANDARD ERROR	PERCENT STANDARD ERROR	ESTIMATE OF MEAN HOURS	STANDARD ERROR	PERCENT STANDARD ERROR
SUPAC LA	104	968	358	37.0	22.0	.9	27.0
SUPAC V	28	362	112	30.9	22.0	.5	25.1
SUKHOVSA226	167	126227	13810	10.9	740.8	80.0	10.8
SUKHOVSA20	104	35275	3031	8.6	349.0	22.0	6.3
TCAFTA	29	32	7	22.3	10.3	0.1	1.0
TCRAFTSC	1883	58281	19963	34.3	67.3	20.9	31.0
TCRAFTSF	43	472	98	20.7	33.3	4.8	14.6
TCRAFTSL	225	3506	1350	38.5	39.3	12.2	30.9
TEMCO LIA	31	710	207	29.1	38.2	7.7	20.1
THUNUKAK7	39	1610	519	32.3	44.1	13.6	30.8
TRIPUNKAVUN	348	12092	4861	40.2	72.2	17.0	23.5
TOMCAT476ELL	27	4971	1537	30.9	299.2	47.6	15.9
TRYTEKK	31	164	93	56.6	42.3	9.5	22.4
UNIVAC6C1	670	28068	8826	31.4	69.0	17.5	25.4
UNIVAR106	2173	78694	15378	19.5	56.5	9.3	16.5
UNIVAR415	2488	96716	22644	23.4	59.4	12.8	21.5
VARGA 2150	135	7248	1904	26.3	56.2	14.4	25.7
VICKER745	22	2834	781	27.6	209.3	42.3	20.2
WACO AS0	30	364	137	37.8	29.7	8.2	27.5
WACU GAE	35	240	60	25.0	33.2	6.5	19.6
WACU R	32	318	121	38.1	23.5	6.6	28.2

TABLE 2-5 GENERAL AVIATION ANNUAL HOURS FLOWN BY SDR AIRCRAFT MANUFACTURER
MODEL GROUP CY 1981 (16 OF 16)

MANUFACTURER/MODEL GROUP	GROUP SIZE	ESTIMATE OF TOTAL HOURS	STANDARD ERROR	PERCENT STANDARD ERROR	ESTIMATE OF MEAN HOURS	STANDARD ERROR	PERCENT STANDARD ERROR
WACO U	29	221	50	22.6	36.5	5.9	16.1
WACO UPF7	158	6583	2732	41.5	100.7	35.3	35.1
WACO YK	54	338	97	28.8	36.3	6.5	17.9
MAGNER65	347	5817	520	8.9	47.1	3.4	7.3
THRULY201	75	14535	1942	13.4	251.7	25.0	9.9
TOTAL	257686	40703768	659307	1.6	108.1	3.1	1.63

TABLE 2-6 GENERAL AVIATION ACTIVE AIRCRAFT BY TYPE OF AIRCRAFT - CY 1981 (1 OF 2)

AIRCRAFT TYPE	POPULATION SIZE	ESTIMATE OF ACTIVE AIRCRAFT	STANDARD ERROR	PERCENT STANDARD ERROR	ESTIMATE OF PERCENT ACTIVE	STANDARD ERROR
FIXED WING						
FIXED WING - PISTON						
1 ENG: 1-3 SEATS	83780	59414	748	1.2	71.5	3.9
1 ENG: 4+ SEATS	11491	107963	656	0.6	90.1	3.5
1 ENGINE: TOTAL	203690	167898	995	0.6	82.4	3.5
2 ENG: 1-6 SEATS	18715	16749	246	1.5	89.5	1.3
2 ENG: 7+ SEATS	10138	8607	181	2.1	84.9	1.8
2 ENGINE: TOTAL	28853	25356	306	1.2	87.9	1.1
PISTON: OTHER	341	114	29	25.6	33.7	8.6
PISTON: TOTAL	232884	193370	1042	0.5	83.0	3.4
FIXED WING - TURBOPOKOP						
2 ENG: 1-12 SEATS	4099	3968	46	1.2	96.8	1.1
2 ENG: 13+ SEATS	601	557	17	3.1	92.8	2.8
2 ENGINE: TOTAL	4700	4525	49	1.1	96.3	1.0
TURBOPOKOP: OTHER	177	134	5	4.3	76.0	3.3
TURBOPOKOP: TOTAL	4877	4660	49	1.1	95.6	1.0
FIXED WING - TURBUJET						
2 ENGINE TURBUJET	3083	2808	68	2.4	91.1	2.2
TURBUJET: OTHER	620	362	23	6.5	58.5	3.8
TURBUJET: TOTAL	3703	3171	72	2.3	85.6	2.0
FIXED WING: TOTAL	241464	201201	1045	0.5	83.3	0.4
MOTORKART PISTON	5437	3250	173	5.3	59.8	3.2

TABLE 2-6 GENERAL AVIATION ACTIVE AIRCRAFT BY TYPE OF AIRCRAFT - CY 1981 (2 OF 2)

AIRCRAFT TYPE	POPULATION SIZE	ESTIMATE OF ACTIVE AIRCRAFT	STANDARD ESTIMATE	PERCENT STANDARD ESTIMATE	ESTIMATE OF PERCENT ACTIVE	STANDARD ESTIMATE
TURBINE	4047	3724	76	2.0	92.0	1.9
KOTOKRAFT: TOTAL	9484	6974	189	2.7	73.5	2.0
OTHER	6738	5049	179	3.6	74.9	2.7
TOTAL	257666	213226	1078	0.5	82.7	1.4

TABLE 2-7 GENERAL AVIATION ACTIVE AIRCRAFT BY STATE OF BASED AIRCRAFT - CY 1981 (1 OF 3)

STATE	ESTIMATE OF POPULATION	STANDARD ERROR	ESTIMATE OF ACTIVE POPULATION	STANDARD ERROR	ESTIMATE OF PERCENT ACTIVE	STANDARD ERROR
ALABAMA	3664	443	2980	398	81.3	14.7
ALASKA	7781	568	6450	533	82.9	9.1
ARIZONA	5994	548	4976	510	83.0	11.4
ARKANSAS	2980	378	2486	350	83.4	15.8
CALIFORNIA	36210	1254	30873	1179	85.3	4.4
COLORADO	6145	564	5498	537	89.5	12.0
CONNECTICUT	1918	316	1086	301	87.9	21.4
DELAWARE	687	181	549	164	80.0	32.0
DC	98	41	54	34	54.7	42.0
FLORIDA	15153	846	12863	795	84.9	7.1
GEORGIA	5041	507	4477	483	88.8	13.1
HAWAII	738	193	623	181	84.4	33.1
IDAHO	2729	375	2349	358	86.1	17.7
ILLINOIS	10090	710	8692	670	80.1	9.0
INDIANA	4862	501	4285	476	87.8	13.0
IOWA	4274	471	3747	446	87.7	14.2
KANSAS	4446	482	3932	458	88.4	14.1
KENTUCKY	1920	314	1687	295	87.9	21.1
LOUISIANA	4242	453	3908	437	92.1	14.3
MAINE	1307	258	1156	247	88.5	25.8
MARYLAND	3153	412	2645	383	83.9	16.3

TABLE 2-7 GENERAL AVIATION ACTIVE AIRCRAFT BY STATE OF BASED AIRCRAFT - CY 1981 (2 OF 3)

STATE	ESTIMATE OF POPULATION	STANDARD ERROR	ESTIMATE OF ACTIVE POPULATION	STANDARD ERROR	ESTIMATE OF PERCENT ACTIVE	STANDARD ERROR PERCENT ACTIVE
MASSACHUSETTS	2906	390	2409	362	82.9	16.7
MICHIGAN	8694	660	7430	619	85.5	5.6
MINNESOTA	6368	569	5417	532	85.1	11.3
MISSISSIPPI	2525	363	2132	335	84.4	18.0
MISSOURI	5108	522	4465	491	87.4	13.1
MONTANA	2713	399	2463	379	90.8	19.4
NEBRASKA	2590	367	2343	350	90.5	18.7
NEVADA	1704	277	1520	267	89.2	21.4
NEW HAMPSHIRE	1452	279	1202	258	82.8	23.9
NEW JERSEY	4318	475	3659	443	84.7	13.9
NEW MEXICO	2557	364	2247	344	87.9	18.4
NEW YORK	7493	610	5687	541	75.9	9.5
NORTH CAROLINA	4731	492	4300	474	90.9	13.8
NORTH DAKOTA	2006	327	1709	305	85.2	23.6
OHIO	9757	700	8406	657	86.2	9.1
OKLAHOMA	5901	551	5185	524	87.9	12.1
OREGON	6284	556	5640	533	89.8	11.6
PENNSYLVANIA	6961	574	5666	530	81.4	13.2
PUERTO RICO	380	137	320	127	84.3	45.3
SOUTH CAROLINA	2172	342	1870	320	86.1	23.1
SOUTH DAKOTA	1473	277	1125	242	76.4	21.9
TENNESSEE	3123	407	2730	365	87.4	16.8
TEXAS	21859	997	19481	952	89.1	6.0
UTAH	1676	303	1508	289	90.0	23.7
VERMONT	493	157	447	151	90.8	42.3
WIRGINIA	3178	405	2784	382	87.0	16.4

TABLE 2-7 GENERAL AVIATION ACTIVE AIRCRAFT BY STATE OF BASED AIRCRAFT - CY 1981 (3 UF 3)

STATE	ESTIMATE OF POPULATION	STANDARD ERROR	ESTIMATE OF ACTIVE POPULATION	STANDARD ERROR	ESTIMATE OF PARKED ACTIVE	STANDARD ERROR
WASHINGTON	7217	596	6048	552	83.8	12.3
WEST VIRGINIA	1053	230	942	220	89.4	28.6
WISCONSIN	5196	515	4432	482	85.3	12.6
YUMLAG	1184	248	1142	246	96.5	29.0
PUERTO RICO	165	78	124	69	74.6	54.9
OTHER U.S. TERRITORIES	61	56	54	54	89.3	121.3
FOREIGN	869	185	594	151	66.4	22.7
TOTAL	257686	213226	1078	82.7	3.4	

NOTE: COLUMN SUMMATIONS MAY DIFFER FROM PRINTED TOTALS DUE TO ESTIMATION PROCEDURES.

TABLE 2-8 GENERAL AVIATION ACTIVE AIRCRAFT BY REGION OF BASED AIRCRAFT - CY 1981

REGION	ESTIMATE OF POPULATION	STANDARD ERROR	ESTIMATE OF ACTIVE POPULATION	STANDARD ERROR	ESTIMATE OF PERCENT ACTIVE	STANDARD ERROR
ALASKAN	7781	568	6450	533	82.9	9.1
CENTRAL	16419	903	14489	858	88.2	7.1
EASTERN	26945	1108	21988	1023	81.0	5.1
EUROPEAN OFFICE	307	63	214	70	69.0	29.7
GREAT LAKES	48468	1428	41498	1355	85.6	3.8
NEW ENGLAND	8457	654	7224	615	85.4	9.8
NORTHWEST MT.	28078	1139	24708	1084	88.6	5.3
SOUTHERN	38668	1300	33331	1229	80.2	4.3
SOUTHWESTERN	37785	1267	33440	1209	88.3	4.4
WESTERN-PACIFIC	44728	1364	38074	1267	85.1	3.2
TOTAL	257686	213226	1078	82.7	J.4	

NOTE: COLUMN SUMMATIONS MAY DIFFER FROM PRINTED TOTALS DUE TO ESTIMATION PROCEDURES.

TABLE 2-9 GENERAL AVIATION ACTIVE AIRCRAFT BY TYPE OF AIRCRAFT AND PRIMARY USE - CY 1981
(1 OF 4)

AIRCRAFT_TYPE	ACTIVE_USE						INACTIVE						
	TOTAL_ACTIVE	EXECUTIVE	BUSINESS	PERSO-NAL	INSTKUC-TIONAL	AERIAL_APPL	AERIAL_OBS	OTHER_WORK	COMMUTER_CARRIER	AIR_TAXI	OTHER	KENTAL	INACTIVE
FIXED WING - PISTON													
1 ENG: 1-3 SEATS	1405	2890	35161	8339	6045	1100	617	0	185	1504	2643	b	23865
EST.TOT.ACT.	59914	9	8	A	A	B	C	A	D	0	0	b	
* STD. ERROR	A												
EST. % ACT.	71.5												
1 ENG: 4+ SEATS													
EST.TOT.ACT.	107983	4240	32027	53343	3406	303	1070	319	160	2869	1127	b	11926
* STD. ERROR	A	0	A	A	A	0	C	0	D	0	0	b	
EST. % ACT.	90.1												
1 ENGINE: TOTAL													
EST.TOT.ACT.	107898	5046	34918	68525	13746	6348	2171	936	160	3055	2632	b	9757
* STD. ERROR	A	A	A	A	A	A	B	C	D	0	0	b	
EST. % ACT.	62.4												
2 ENG: 1-6 SEATS													
EST.TOT.ACT.	16749	3516	7793	2245	546	43	359	0	92	1506	389	c	1965
* STD. ERROR	A	A	B	C	D	0	A	D	0	0	0	c	
EST. % ACT.	89.5												

STANDARD ERROR		CODE	
GREATER THAN		LESS THAN	
EQUAL TO		OK	
0 %		10 %	A
10 %		20 %	b
20 %		30 %	c
30 %		0 %	d

TABLE 2-9 GENERAL AVIATION ACTIVE AIRCRAFT BY TYPE OF AIRCRAFT AND PRIMARY USE - CY 1981
(2 OF 4)

AIRCRAFT_TYPE	ACTIVE_USE						OTHER COMMUTER CARRIER	AIR TAXI	OTHER	RENTAL	INACTIVE
	TOTAL ACTIVE	EXECU- TIVE	BUSI- NESS	PERSO- NAL	INSTRU- TIONAL	AERIAL OBS					
2 ENG: 7+ SEATS EST.TUT.ACT. 6607	2898	2501	528	74	317	86	33	502	1329	297	36
* STD. ERROR	A	A	C	D	D	D	C	B	C	0	1530
EST. % ACT.	84.9										
2 ENGINE: TOTAL EST.TUT.ACT. 25356	6414	10294	2774	620	361	446	33	595	2837	687	290
* STD. ERROR	A	A	B	C	D	C	D	C	D	C	0
EST. % ACT.	87.9										3496
PISTON: OTHER EST.TUT.ACT. 114	48	1	5	0	48	3	0	0	4	12	11
* STD. ERROR	A	C	D	A	B	D	A	A	D	B	226
EST. % ACT.	33.7										
PISTON: TOTAL EST.TUT.ACT. 12089	45214	91305	14367	6758	2621	970	755	5897	3331	10059	34513
* STD. ERROR	A	A	A	A	A	C	B	A	B	A	
EST. % ACT.	83.0										
FIXED WING - TURBOPROP 2 ENG: 1-12 SEATS EST.TUT.ACT. 3968	2381	920	58	8	9	5	0	0	389	168	30
* STD. ERROR	A	B	D	D	A	A	D	A	C	D	0
EST. % ACT.	90.8										129
2 ENG: 13+ SEATS EST.TUT.ACT. 257	211	31	0	12	6	0	0	232	25	40	3
* STD. ERROR	B	D	A	D	A	A	A	A	D	D	43
EST. % ACT.	92.8										

STANDARD ERROR		CODE	
GREATER THAN		LESS THAN OR EQUAL TO	
0 %	10 %	10 %	A
10 %	20 %	20 %	B
20 %	30 %	30 %	C
30 %	40 %	40 %	D

TABLE 2-9 GENERAL AVIATION ACTIVE AIRCRAFT BY TYPE OF AIRCRAFT AND PRIMARY USE - CY 1981
(3 OF 4)

AIRCRAFT TYPE	TOTAL ACTIVE	EXECUTIVE	BUSINESS	PERSONAL	ACTIVE USE			COMMUTER CARRIER	AIR TAXI	OTHER	RENTAL	INACTIVE
					INSTRUC-TIONAL	AERIAL APPL	AERIAL WKS					
2 ENGINE	TOTAL	2593	952	58	20	0	5	232	414	209	40	173
EST. TOT. ACT.	A	4525	14	0	0	A	D	A	C	C	D	
* STD. ERROR	A											
EST. * ACT.	A	96.3										
TURBOPROP: OTHER	TOTAL	9	9	0	0	A	A	A	B	B	C	42
EST. TOT. ACT.	A	134	0	D	0							
* STD. ERROR	A											
EST. * ACT.	A	76.0										
TURBOPROP: TOTAL	2602	962	67	20	67	0	0	232	427	225	49	215
EST. TOT. ACT.	A	4660	14	0	0	A	D	A	C	C	D	
* STD. ERROR	A											
EST. * ACT.	A	95.0										
FIXED WING - TURBOJET												
2 ENGINE TURBOJET	TOTAL	2054	507	4	0	0	10	4	13b	74	0	274
EST. TOT. ACT.	A	2808	14	0	A	A	D	D	D	D	A	
* STD. ERROR	A											
EST. * ACT.	A	91.1										
TURBOJET: OTHER	TOTAL	205	45	7	0	0	0	0	0	0	116	18
EST. TOT. ACT.	A	302	14	0	A	A	A	A	A	A	B	
* STD. ERROR	A											
EST. * ACT.	A	58.5										
TURBOJET: TOTAL	2257	522	11	0	0	10	4	18	136	190	18	531
EST. TOT. ACT.	A	3171	14	0	A	A	D	D	D	B	B	
* STD. ERROR	A											
EST. * ACT.	A	85.0										

TABLE 2-9 GENERAL AVIATION ACTIVE AIRCRAFT BY TYPE OF AIRCRAFT AND PRIMARY USE - CY 1981
(4 OF 4)

AIRCRAFT TYPE		ACTIVE USE											
	TOTAL ACTIVE	EXECUTIVE	BUSINESS	PRESUMINAL	INSTLUC-TUNAL	AERIAL APPL	AERIAL OBS	OTHER WORK	COMMUTER CARRIAGE	AIR TAXI	OTHER	RENTAL	INACTIVE
FIXED WINGS: TOTAL	10950	40699	91364	14388	0825	2636	974	1005	6461	3747	10127	A	40261
EST. NO. ACT.	201201	A	A	A	A	B	C	B	A	A	A	A	
* STD. ENRUR													
EST. % ACT.	83.3												
ROTORYCRAFT													
PISTON	241	323	389	198	1014	465	71	0	102	261	1	D	2140
EST. NO. ACT.	U	C	B	D	B	C	D	A	D	C	D		
* STD. ENRUR													
EST. % ACT.	59.8												
TURBINE													
EST. NO. ACT.	3724	1303	47	76	56	136	191	208	17	630	449	C	322
* STD. ENRUR	A	B	C	D	D	C	D	C	D	C	C	D	
EST. % ACT.	92.0												
ROTORYCRAFT: TOTAL													
EST. NO. ACT.	6974	1525	950	666	254	1150	657	280	17	732	711	B	2463
* STD. ENRUR	A	B	B	B	D	B	C	C	D	B	B	D	
EST. % ACT.	73.5												
OTHER													
EST. NO. ACT.	5049	106	65	3458	350	0	89	235	0	32	281	C	1688
* STD. ENRUR	A	D	A	C	A	D	A	D	A	D	C	C	
EST. % ACT.	74.9												
TOTAL													
EST. NO. ACT.	213226	16582	47716	95510	14593	7976	3384	1491	1023	7226	4741	A	44333
* STD. ENRUR	A	A	A	A	A	A	B	B	A	A	A	A	
EST. % ACT.	62.7												

NOTE: ROW AND COLUMN SUMMATIONS MAY DIFFER FROM PRINTED TOTALS DUE TO ESTIMATION PROCEDURES.

TABLE 2-10 GENERAL AVIATION ACTIVE AIRCRAFT IFR FLOWN AND TRANSPONDER EQUIPPED - CY 1981
(1 OF 2)

AIRCRAFT TYPE	ESTIMATED NUMBER OF A/C FLOWN IFR	PERCENT STANDARD ERROR	ESTIMATED PERCENT ACTIVE A/C FLOWN IFR	ESTIMATED NUMBER OF A/C FLOWN IFR WITH TRANSPONDER	PERCENT STANDARD ERROR	ESTIMATED PERCENT OF IFR WITH TRANSPONDER
FIXED WING						
FIXED WING - PISTON						
1 ENG: 1-3 SEATS	3939	B	6.6	3539	B	89.9
1 ENG: 4+ SEATS	51604	A	47.8	50884	A	98.0
1 ENGINE: TOTAL	55544	A	33.1	54424	A	98.0
2 ENG: 1-6 SEATS	15513	A	92.6	15513	A	100.0
2 ENG: 7+ SEATS	8530	A	99.1	8502	A	99.7
2 ENGINE: TOTAL	24043	A	94.8	24043	A	100.0
PISTON: OTHER	114	B	100.0	114	B	100.0
PISTON: TOTAL	79702	A	41.2	78672	A	98.7
FIXED WING - TURBOPROP						
2 ENG: 1-12 SEATS	3968	A	100.0	3968	A	100.0
2 ENG: 13+ SEATS	557	A	100.0	557	A	100.0
2 ENGINE: TOTAL	4525	A	100.0	4525	A	100.0
TURBOPROP: OTHER	62	A	46.6	62	A	100.0

STANDARD ERROR	CODE
GREATER THAN	-----
LESS THAN	-----
OR	-----
EQUAL TO	-----
0 %	10 %
10 %	20 %
20 %	30 %
30 %	0 %

TABLE 2-10 GENERAL AVIATION ACTIVE AIRCRAFT IFR FLOWN AND TRANSPONDER EQUIPPED - CY 1981
(2 OF 2)

AIRCRAFT TYPE	ESTIMATED NUMBER OF A/C FLOWN IFR	PERCENT STANDARD ERROR	ESTIMATED PERCENT OF ACTIVE A/C FLOWN IFR	NUMBER OF A/C FLOWN IFR WITH TRANSPONDER	PERCENT STANDARD ERROR	ESTIMATED PERCENT OF IFR WITH TRANSPONDER
TURBOPROP: TOTAL	4588	A	96.5	4588	A	100.0
FIXED WING - TURBOJET 2 ENGINE TURBOJET	2808	A	100.0	2808	A	100.0
TURBOJET: OTHER	362	A	100.0	362	A	100.0
TURBOJET: TOTAL	3171	A	100.0	3171	A	100.0
FIXED WING: TOTAL	87461	A	43.5	86909	A	99.4
MOTORCRAFT PISTON	6	D	0.3	0	A	0.0
TURBINE	269	C	7.2	269	C	100.0
MOTORCRAFT: TOTAL	274	C	4.0	273	C	98.3
OTHER	0	A	0.0	0	A	0.0
TOTAL	87739	A	41.1	87182	A	99.4

NOTE: COLUMN SUMMATIONS MAY DIFFER FROM PRINTED TOTALS DUE TO ESTIMATION PROCEDURES.

STANDARD ERROR	CODE
GREATERTHAN OR EQUALTO	
0.4	10 A
10.4	20 B
20.4	30 C
30.4	D

TABLE 2-11 GENERAL AVIATION ACTIVE AIRCRAFT BY SDR AIRCRAFT MANUFACTURER/MODEL GROUP
CY 1981 (1 OF 16)

MANUFACTURER/MODEL GROUP	GROUP SIZE	ESTIMATE OF ACTIVE AIRCRAFT	STANDARD ERROR	PERCENT STANDARD ERROR	ESTIMATE OF PERCENT ACTIVE	STANDARD ERROR
OTHER 01	10252	5231	338	6.5	51.0	3.3
OTHER 02	1005	577	72	12.5	57.4	7.2
OTHER 03	437	305	51	16.7	69.9	11.6
OTHER 04	166	21	22	103.7	12.5	13.0
OTHER 05	98	31	4	14.0	31.9	4.5
OTHER 06	155	137	14	10.0	68.4	6.9
OTHER 07	119	93	13	13.8	78.4	10.8
OTHER 08	81	49	5	10.6	60.4	6.4
OTHER 09	451	331	53	15.9	73.5	11.7
OTHER 10	160	93	7	7.3	58.1	4.2
OTHER 11	1718	419	107	25.7	24.4	6.3
OTHER 12	223	132	35	26.7	59.0	15.7
OTHER 13	1904	1097	133	12.1	57.6	7.0
ADAMS A505	50	44	7	14.6	88.9	13.0
AEROKS12	37	9	5	56.0	24.1	13.5
AEROSPAS355	61	61	0	0.0	100.0	0.0
AEROSPAS310	133	127	10	7.5	95.2	7.2
AEROSPAS341	62	44	8	18.1	71.7	13.0
AGUSTA205	59	49	2	4.8	82.8	4.0
AGUSTA109	23	12	6	50.6	50.0	25.3
AIRPTS1A	271	173	31	17.7	63.9	11.3

NOTE: SEE FOLLOWING PAGE FOR CODING.

NOTE: OTHER XX REFERS TO ALL GENERAL AVIATION AIRCRAFT BELONGING
TO MANUFACTURER/MODEL GROUPS OF FEWER THAN 20 AIRCRAFT IN
SIZE FOR AIRCRAFT XX WHERE XX STANDS FOR

- 01 FIXED WING PISTON, 1 ENGINE, 1-3 SEATS.
- 02 FIXED WING PISTON, 1 ENGINE, 4+ SEATS.
- 03 FIXED WING PISTON, 2 ENGINE, 1-6 SEATS.
- 04 FIXED WING PISTON, 2 ENGINE, 7+ SEATS.
- 05 FIXED WING PISTON, OTHER.
- 06 FIXED WING TURBOPROP, 2 ENGINES, 1-12 SEATS.
- 07 FIXED WING TURBOPROP, 2 ENGINES, 13+ SEATS.
- 08 FIXED WING TURBOPROP, OTHER.
- 09 FIXED WING TURBOJET, 2 ENGINES.
- 10 FIXED WING TURBOJET, OTHER.
- 11 ROTORCRAFT, PISTON.
- 12 ROTORCRAFT, TURBINE.
- 13 OTHER AIRCRAFT.

TABLE 2-11 GENERAL AVIATION ACTIVE AIRCRAFT BY SDR AIRCRAFT MANUFACTURER/MODEL GROUP
 CY 1981 (2 OF 16)

MANUFACTURER/MODEL GROUP	GROUP SIZE	ESTIMATE OF ACTIVE AIRCRAFT	STANDARD ERROR	PERCENT STANDARD ERROR	ESTIMATE OF PERCENT ACTIVE	STANDARD ERROR
AIRSPC18	23	12	3	30.1	50.0	15.0
AIRTRCAT300	320	266	30	11.2	83.1	9.3
AMD FALC10	123	100	14	14.2	81.6	11.6
AMD FALC20	234	202	19	9.6	86.3	8.3
AMD FALC50	46	17	13	76.0	37.5	28.5
ANTR TMR	28	17	7	40.0	60.0	24.0
ARCKNEH37	46	0	0	0.0	0.0	0.0
ARCTICSLA	91	20	11	55.0	22.2	12.2
ARCTICSLB1	24	11	2	15.5	47.8	7.4
ARUNCA15	196	121	28	23.5	61.7	14.5
ARONCA65	149	62	15	23.5	41.4	9.8
ARONCAC3	56	13	2	16.3	23.5	3.8
ARONCAU58	158	83	20	24.5	52.7	12.9
AVIANWFALCON	26	22	5	23.8	83.3	19.8
AVIANWSKYHawk	24	24	0	0.0	100.0	0.0
AVRES S2	931	795	67	8.4	85.4	7.2
BAC 111	31	31	0	0.0	100.0	0.0
BAG B206	35	32	5	16.1	92.0	14.8
BAG DH125	53	53	0	0.0	100.0	0.0
BALKSFIXEFY	813	700	57	8.1	86.1	7.0
BEECH 100	266	0	0	0.0	100.0	0.0

TABLE 2-11 GENERAL AVIATION ACTIVE AIRCRAFT BY SDR AIRCRAFT MANUFACTURER/MODEL GROUP
CY 1981 (3 OF 16)

MANUFACTURER/MODEL GROUP	GROUP SIZE	ESTIMATE OF ACTIVE AIRCRAFT	STANDARD ERROR	PERCENT STANDARD ERROR	ESTIMATE OF PERCENT ACTIVE	STANDARD ERROR
BEECH 17	190	75	32	42.0	39.6	16.7
BEECH 18	1002	349	94	17.2	54.8	9.4
BEECH 200	634	634	0	0.0	100.0	0.0
BEECH 23	2893	2722	81	3.0	94.1	2.8
BEECH 33	1617	1571	35	2.2	97.1	2.2
BEECH 35	6980	6602	135	2.0	94.6	1.9
BEECH 36	1690	1690	0	0.0	100.0	0.0
BEECH 45	308	234	28	12.2	75.8	9.2
BEECH 50	345	240	57	23.7	69.5	16.5
BEECH 55	2253	2129	72	3.4	94.5	3.2
BEECH 56	65	61	4	7.1	93.9	6.0
BEECH 58	1296	1291	13	1.0	94.6	1.0
BEECH 60	405	405	0	0.0	100.0	0.0
BEECH 65	160	119	16	13.1	74.2	9.7
BEECH 76	294	291	10	3.4	99.0	3.2
BEECH 77	227	225	6	2.6	99.2	2.0
BEECH 80	223	164	35	21.4	73.4	15.7
BEECH 90	1052	1024	28	2.8	97.3	2.7
BEECH 95	467	482	13	2.6	94.1	2.6
BEECH 99	49	46	4	9.6	93.9	9.0
HELL 204	142	118	14	12.0	83.1	10.0

TABLE 2-11 GENERAL AVIATION ACTIVE AIRCRAFT BY SIX AIRCRAFT MANUFACTURER/MODEL GROUP
CY 1981 (4 OF 16)

MANUFACTURER/MODEL GROUP	GROUP SIZE	ESTIMATE OF ACTIVE AIRCRAFT	STANDARD ERROR	PERCENT STANDARD ERROR	ESTIMATE OF PERCENT ACTIVE	STANDARD ERROR
BELL 206	1971	1914	5.9	2.8	97.1	2.7
BELL 212	144	115	2.8	24.6	80.0	19.7
BELL 222	39	39	0	0.0	100.0	0.0
BELL 412	21	21	0	0.0	100.0	0.0
BELL 47	1468	1239	9.4	7.6	83.3	6.3
BLANCA11	958	544	6.2	11.4	56.8	6.5
BLANCA13	292	83	4.4	53.3	28.4	15.1
BLANCA1419	298	191	5.0	26.5	64.0	10.9
BLANCA17	1084	1026	4.6	4.4	94.6	4.2
BLANCA7	6047	4116	24.3	5.9	68.1	4.0
BLANCA8	740	709	3.3	4.6	95.8	4.4
BURM BN2	95	79	7	8.9	83.6	7.5
BOEING707	55	26	3	20.4	46.5	9.3
BOEING720	19	5	2	54.4	23.8	14.0
BOEING727	61	40	1.5	38.2	66.3	25.3
BOEING737	15	15	0	0.0	100.0	0.0
BOEING747	22	22	0	0.0	100.0	0.0
BOEING75	1923	647	1.4	19.2	33.7	6.5
BULKMS103	70	70	0	0.0	100.0	0.0
BRAEKODH125	151	150	0	0.0	99.3	0.0
BRAZOVIS28	55	53	3	5.8	95.7	5.6

TABLE 2-11 GENERAL AVIATION ACTIVE AIRCRAFT BY SDR AIRCRAFT MANUFACTURER/MODEL GROUP
CY 1981 (5 OF 16)

MANUFACTURER/MODEL GROUP	GROUP SIZE	ESTIMATE OF ACTIVE AIRCRAFT	STANDARD ERROR	PERCENT STANDARD ERROR	ESTIMATE OF PERCENT ACTIVE	STANDARD ERROR
BEECHTLETT12	29	14	2	16.9	48.2	8.2
BEECHTLETT17	22	6	3	58.3	26.7	15.5
BUKEK 131	30	6	2	34.1	21.7	7.4
CAMROMMELU	123	120	6	5.2	97.7	5.0
CESSNA120	898	785	64	8.2	87.4	7.2
CESSNA140	2447	1756	121	6.9	71.8	5.0
CESSNA150	20070	17675	347	2.0	88.1	1.7
CESSNA170	2483	2082	127	6.1	83.9	5.1
CESSNA172	24973	22928	340	1.5	91.8	1.4
CESSNA175	1397	1205	91	7.6	86.3	6.5
CESSNA177	2983	2755	85	3.1	92.4	2.8
CESSNA180	2759	2498	100	4.0	90.5	3.6
CESSNA182	13678	12503	238	1.9	91.4	1.7
CESSNA185	1536	1372	89	6.5	89.3	5.8
CESSNA188	1912	1675	100	0.0	87.6	5.2
CESSNA190	84	48	11	23.2	57.1	13.3
CESSNA195	495	300	34	11.3	60.5	6.9
CESSNA206	3022	2611	97	3.4	93.3	3.2
CESSNA207	399	329	49	15.0	82.4	12.4
CESSNA210	6411	6026	140	2.3	94.0	2.2
CESSNA305	257	239	11	4.5	93.1	4.2

TABLE 2-11 GENERAL AVIATION ACTIVE AIRCRAFT BY SUR AIRCRAFT MANUFACTURER/MODEL GROUP
CY 1981 (6 OF 16)

MANUFACTURER/MODEL GROUP	GROUP SIZE	ESTIMATE OF ACTIVE AIRCRAFT	STANDARD ERROR	PERCENT STANDARD ERROR	ESTIMATE OF PERCENT ACTIVE	STANDARD ERROR
CESSNA10	3321	2825	138	4.9	65.1	4.1
CESSNA320	358	313	33	10.6	87.5	9.3
CESSNA335	54	52	2	3.6	96.9	3.5
CESSNA336	98	92	9	9.5	93.5	8.9
CESSNA337	1322	1177	68	5.8	89.0	5.1
CESSNA340	910	910	0	0.0	100.0	0.0
CESSNA401	257	252	10	4.1	98.2	4.0
CESSNA402	742	682	42	6.2	91.9	5.7
CESSNA404	176	148	20	13.3	84.0	11.2
CESSNA411	190	179	18	9.9	94.3	9.3
CESSNA414	743	685	52	7.6	92.2	7.0
CESSNA421	1296	1134	70	6.2	67.5	5.4
CESSNA425	65	61	3	5.3	94.6	5.0
CESSNA441	174	168	9	5.1	96.6	4.9
CESSNA500	439	412	24	5.8	93.8	5.4
CESSNAT50	79	7	6	92.3	8.8	8.1
CESSNAUC94	35	12	2	15.4	34.3	5.3
CHILDS2	127	126	4	3.1	99.0	3.1
COMMTH185	106	53	12	23.2	50.0	11.6
CONATEKLA4	479	429	33	7.8	69.6	7.0
CURTISCA6	43	18	3	28.5	43.0	12.2

TABLE 2-11 GENERAL AVIATION ACTIVE AIRCRAFT BY SDR AIRCRAFT MANUFACTURER/MODEL GROUP
CY 1981 (7 OF 16)

MANUFACTURE/MODEL GROUP	GROUP SIZE	ESTIMATE OF ACTIVE AIRCRAFT	STANDARD ERROR	PERCENT STANDARD ERROR	ESTIMATE OF PERCENT ACTIVE	STANDARD ERROR
CURTISJR	21	3	1	25.4	15.8	4.0
CURTISROBIN	35	7	3	37.3	20.1	7.5
CURTISSTRVALK	183	72	27	37.0	39.3	14.5
CVAC 22	18	4	2	59.6	20.0	11.9
CVAC 240	54	13	4	30.2	23.2	7.0
CVAC 340	23	11	5	48.9	47.1	23.0
CVAC BR13	93	17	8	48.9	18.4	9.0
CVAC L13	22	3	3	105.5	12.5	13.2
CVAC STC580	34	34	0	0.0	100.0	0.0
DART 6	26	5	2	32.8	19.4	6.4
DHAV DHC1	88	65	9	13.3	73.7	9.6
DHAV DHC2	320	214	24	11.4	66.8	7.6
DHAV DHC6	116	117	4	3.0	99.0	3.0
DHAVXXDH82	89	35	8	21.7	39.7	8.6
DOUG A26	62	23	4	17.6	37.7	6.7
DOUG DC3	462	328	85	25.9	71.0	18.4
DOUG DC4	84	33	11	32.9	39.2	12.9
DOUG DC6	116	27	26	96.8	23.1	22.3
DOUG DC7	43	24	8	32.6	56.0	18.3
DOUG DC8	45	14	3	19.8	31.9	6.2
DOUG DC9	25	0	0	0.0	100.0	0.0

TABLE 2-11 GENERAL AVIATION ACTIVE AIRCRAFT BY SDR AIRCRAFT MANUFACTURER/MODEL GROUP
CY 1981 (8 OF 16)

MANUFACTURER/MODEL GROUP	GROUP SIZE	ESTIMATE OF ACTIVE AIRCRAFT	STANDARD ERROR	PERCENT STANDARD ERROR	ESTIMATE OF ACTIVE	STANDARD ERROR
EIRVON20	109	100	9	9.0	91.6	8.2
EMAIR MA1	25	15	2	11.0	61.8	6.8
EMB 110	49	49	0	0.0	100.0	0.0
ENSTKMF28	449	412	23	5.7	91.7	5.2
FLEET 16b	25	16	3	16.1	62.5	10.1
FRCHLD24	303	89	24	26.7	29.3	7.8
FRCHLD119	34	34	0	0.0	100.0	0.0
FRCHLD27	30	25	3	13.6	84.2	11.5
FRCHLD02	233	106	27	25.2	45.7	11.5
GENBALAO	49	40	4	11.0	81.9	9.0
GLASFLIBELL	158	147	18	12.0	92.9	11.2
GRUB ASTIR	60	59	1	2.5	98.1	2.4
GULKS2T1	183	125	21	17.0	68.2	11.6
GRUMANTBM	30	14	5	35.2	37.8	13.3
GRUMAVAA1	631	616	20	3.2	97.6	3.1
GRUMAVAA5	1100	1100	0	0.0	100.0	0.0
GRUMAVG104	614	556	45	8.1	90.5	7.4
GRUMAVG21	53	35	14	39.1	66.7	26.1
GULSTM112	745	661	46	6.9	86.6	6.2
GULSTM500	336	322	17	5.4	95.9	5.2
GULSTM520	61	13	13	104.4	20.8	21.7

TABLE 2-11 GENERAL AVIATION ACTIVE AIRCRAFT BY SDR AIRCRAFT MANUFACTURER/MODEL GROUP
CY 1981 (9 OF 16)

MANUFACTURER/MODEL GROUP	GROUP SIZE	ESTIMATE OF ACTIVE AIRCRAFT	STANDARD ERROR	PERCENT STANDARD ERROR	ESTIMATE OF PERCENT ACTIVE	STANDARD ERROR
GULSTM560	136	119	15	12.2	87.5	10.7
GULSTM680	375	327	45	13.9	87.3	12.1
GULSTM680TP	129	104	14	13.4	80.4	10.8
GULSTM690TP	247	246	4	1.7	99.5	1.7
GULSTM8A1	619	554	37	6.7	89.4	6.0
GULSTM8A5	1058	960	57	5.9	90.7	5.4
GULSTMG1159	149	149	0	0.0	100.0	0.0
GULSTMG159	132	127	8	6.1	96.3	5.9
GULSTMG44	86	65	8	11.7	76.0	8.9
GULSTMG73	22	8	6	69.4	38.1	26.4
GULSTMGAT	59	59	0	0.0	100.0	0.0
HELIOS H250	22	16	2	10.1	83.2	8.4
HELIOS H295	105	82	12	15.0	78.1	11.7
HELIOS H391	25	16	2	15.5	62.3	9.7
HELIOS H395	23	19	2	8.4	82.3	6.9
HILLERFH1100	71	71	0	0.0	100.0	0.0
HILLERUH12	667	505	51	10.1	75.7	7.6
HUGHES269	698	480	78	16.2	68.7	11.2
HUGHES369	564	550	20	3.6	97.6	3.5
HUKSLYDH104	36	10	5	48.5	27.6	13.4
HUKSLYDH125	31	27	2	7.5	85.7	6.4

TABLE 2-11 GENERAL AVIATION ACTIVE AIRCRAFT BY SDR AIRCRAFT MANUFACTURER/MODEL GROUP
CY 1981 (10 OF 16)

MANUFACTURER/MODEL GROUP	GROUP SIZE	ESTIMATE OF ACTIVE AIRCRAFT	STANDARD ERROR	PERCENT STANDARD ERROR	ESTIMATE OF PERCENT ACTIVE	STANDARD ERROR
HYNES B2	135	71	5	7.7	52.3	4.0
ISRAELI121	114	105	10	9.9	92.4	9.2
ISRAELI124	136	104	17	16.2	75.0	12.2
JBMASTRDGA15	82	29	12	40.9	34.8	14.2
KUHLLOUD	269	103	15	14.7	38.3	5.7
LAIKFM10	41	15	3	20.3	37.1	7.5
L SAR 2J	62	62	0	0.0	100.0	0.0
LEAR 24	193	183	13	7.0	94.8	6.0
LEAR 25	237	237	0	0.0	100.0	0.0
LEAR 35	300	300	0	0.0	100.0	0.0
LET L13	175	150	9	6.2	85.9	5.4
LKHED1329	142	139	6	4.2	97.8	4.1
LKHED18	81	29	10	36.1	35.4	12.9
LKHEDDPV1	60	0	0	0.0	0.0	0.0
LKHEDDT33	52	3	4	119.0	6.5	7.8
LUSCOME	2216	1230	92	7.5	55.5	4.1
MARTIN404	28	4	4	125.4	12.5	15.7
MAULE M4	271	236	10	4.3	87.2	3.7
MAULE M5	425	403	21	5.2	94.8	4.9
MCLISHFUNKB	137	25	14	55.9	18.3	10.2
MEERSUTW	51	17	7	43.6	33.3	14.5

TABLE 2-11 GENERAL AVIATION ACTIVE AIRCRAFT BY SDR AIRCRAFT MANUFACTURER/MODEL GROUP
CY 1981 (11 OF 16)

MANUFACTURER/MODEL GROUP	GROUP SIZE	ESTIMATE OF ACTIVE AIRCRAFT	STANDARD ERROR	PERCENT STANDARD ERROR	ESTIMATE OF PERCENT ACTIVE	STANDARD ERROR
MC COUP 90	71	23	8	33.2	31.8	10.6
MNM ITEM 1b	147	41	19	45.4	27.8	12.6
MONEY M 20	5890	5684	99	1.7	96.4	1.7
MRC HTIS 20S	49	40	2	5.2	82.5	4.3
MTS HS 1M 2	524	499	28	5.6	95.2	5.3
MULTEC D 16	49	25	9	37.0	50.0	18.5
NAMER B 25	53	16	4	28.4	29.3	8.3
NAMER F 51	150	47	23	48.7	31.5	15.3
NAMER NA 260	69	33	3	9.6	47.6	4.6
NAMER T 6	474	318	60	18.9	67.0	12.6
NAVAL N 3N	152	36	7	18.4	25.3	4.7
NAVION NAVION	582	508	38	7.5	87.3	6.3
NORD SW 4	46	26	4	15.4	56.9	8.8
ORL HEL H 19	37	19	8	43.8	50.0	21.9
PICARDAX 6	170	131	13	9.8	76.8	7.5
PILATSB 4	28	26	2	7.5	94.4	7.1
PIPER 600	341	329	15	4.5	96.5	4.4
PIPER J 2	66	23	3	11.2	34.2	3.8
PIPER J 3	4263	2479	196	7.9	58.1	4.6
PIPER J 4	240	66	23	35.1	27.6	9.7
PIPER J 5	349	193	30	15.4	55.4	8.5

TABLE 2-11 GENERAL AVIATION ACTIVE AIRCRAFT BY SDR AIRCRAFT MANUFACTURER/MODEL GROUP
 CY 1981 (12 OF 16)

MANUFACTURER/MODEL GRUPP	GROUP SIZE	ESTIMATE OF ACTIVE AIRCRAFT	STANDARD ERROR	PERCENT STANDARD ERROR	ESTIMATE OF PERCENT ACTIVE	STANDARD ERROR
PIPER PA12	1324	855	103	12.1	64.6	7.8
PIPER PA14	104	101	14	13.8	97.4	13.5
PIPER PA15	190	104	25	24.3	54.8	13.3
PIPER PA16	363	236	39	16.5	64.9	10.7
PIPER PA17	114	58	16	26.7	50.9	13.6
PIPER PA18	3446	2625	194	7.4	76.2	5.6
PIPER PA20	489	295	55	18.6	60.4	11.2
PIPER PA22	5062	3342	215	6.4	66.0	4.2
PIPER PA23	3650	3140	146	4.7	86.0	4.0
PIPER PA24	3293	3192	61	1.9	96.9	1.9
PIPER PA25	1527	1046	117	11.2	68.5	7.6
PIPER PA28	22425	21194	244	1.2	94.5	1.1
PIPER PA30	1300	1295	11	0.9	99.6	0.9
PIPER PA31	2036	1938	52	2.7	95.5	2.0
PIPER PA31T	499	499	0	0.0	100.0	0.0
PIPER PA32	4250	4023	97	2.4	94.7	2.3
PIPER PA34	2052	2023	37	1.8	98.6	1.8
PIPER PA35	328	318	17	5.5	97.0	5.5
PIPER PA36	1561	1508	51	3.4	96.6	3.2
PIPER PA42	37	36	2	5.1	96.0	4.9
PIPER PA44	324	314	12	3.9	97.0	3.8

TABLE 2-11 GENERAL AVIATION ACTIVE AIRCRAFT BY SDR AIRCRAFT MANUFACTURER/MODEL GROUP
CY 1981 (13 OF 16)

MANUFACTURER/MODEL GROUP	GROUP SIZE	ESTIMATE OF ACTIVE AIRCRAFT	STANDARD ERROR	PERCENT STANDARD ERROR	ESTIMATE OF PERCENT ACTIVE	STANDARD ERROR
PROJ T200	95	88	8	6.9	93.2	8.3
RANKING5	55	23	2	9.8	41.3	4.1
RAVEN RX6	220	177	20	11.3	80.6	9.1
RAVEN SC6	107	42	17	39.3	39.6	15.6
RAVEN S55	568	436	55	12.7	76.7	9.8
RAVEN S60	54	46	5	9.8	85.5	8.3
RK WELL 500	40	38	2	4.6	95.5	4.4
RK WELL 690 TP	61	55	5	9.0	90.0	8.1
RK WELL 700	22	22	0	0.0	100.0	0.0
RK WELL NA265	323	15	4.5	95.5	4.3	
ROBINSINK22	108	93	9	9.2	86.5	7.9
ROL SCHLS	110	110	0	0.0	100.0	0.0
RYAN ST3	161	86	27	31.5	53.6	16.9
RYAN STA	33	10	3	26.6	29.8	7.9
SCHLERAS15	38	36	2	4.9	95.0	4.6
SCHLERAS19	55	52	3	5.6	95.1	5.3
SCHLERAS20	78	68	7	9.9	86.7	8.6
SCHLERK8	23	21	2	9.1	91.7	8.3
SCHLERKAO	74	65	6	9.7	88.1	8.5
SCWZERG164	18	764	64	6.4	84.1	7.0
SCWZERSG1	779	630	61	9.7	80.9	7.8

TABLE 2-11 GENERAL AVIATION ACTIVE AIRCRAFT BY SDR AIRCRAFT MANUFACTURER/MODEL GROUP
 CY 1981 (14 OF 16)

MANUFACTURER/MODEL GROUP	GROUP SIZE	ESTIMATE OF ACTIVE AIRCRAFT	STANDARD ERROR	PERCENT STANDARD ERROR	ESTIMATE OF PERCENT ACTIVE	STANDARD ERROR
SCWZERSG2	601	442	53	12.0	73.6	8.9
SEMCO CLANGER	27	15	2	11.2	57.1	6.4
SEMCO MODEL T	35	20	6	27.6	56.9	15.7
SKRSKYS55	64	58	14	24.2	69.2	16.8
SKRSKYS58	68	38	10	26.6	55.8	14.9
SKRSKYS67	21	21	0	0.0	100.0	0.0
SKRSKYS76	53	53	0	0.0	100.0	0.0
SLINDS100	339	306	25	8.3	90.1	7.5
SMITH 600	196	188	10	5.5	94.8	5.2
SNIAS 350	208	175	9	5.0	83.9	4.2
SNIAS SA310	34	34	0	0.0	100.0	0.0
SOCATAMS694	42	40	2	4.6	95.8	4.4
SOCATAKALLYE	43	43	0	0.0	100.0	0.0
SPHRTHCIRKUS	106	84	11	12.8	79.6	10.4
SPHRTHNIMBUS	39	39	0	0.0	100.0	0.0
STBROSSD3	29	25	5	19.2	87.0	16.7
STINSON10	173	66	18	26.5	38.4	10.2
STINSON15	133	64	19	30.2	48.4	14.6
STINSONSK9	26	3	1	31.5	11.5	3.6
STINSONV77	106	29	11	39.0	27.5	10.7
STOLAMKC3	236	112	38	33.4	47.6	15.9

TABLE 2-11 GENERAL AVIATION ACTIVE AIRCRAFT BY SDR AIRCRAFT MANUFACTURER/MODEL GROUP
CY 1981 (15 OF 16)

MANUFACTURER/MODEL GROUP	GROUP SIZE	ESTIMATE OF ACTIVE AIRCRAFT	STANDARD ERROR	PERCENT STANDARD ERROR	ESTIMATE OF PERCENT ACTIVE	STANDARD ERROR
SUPAC LA	104	44	11	25.2	42.3	10.7
SUPAC V	28	16	3	18.0	58.8	10.6
SURNGNSA226	167	167	0	0.0	100.0	0.0
SURNGNSA26	104	101	6	5.8	97.2	5.7
T CRAFTA	29	3	1	22.3	10.7	2.4
T CRAFTBC	1883	865	126	14.6	46.0	6.7
T CRAFTBF	43	14	2	14.8	33.0	4.9
T CRAFTBL	225	89	20	22.9	39.7	9.1
T CRAFTCO	31	19	4	21.1	60.0	12.7
THUNDRA X7	39	36	3	9.4	93.5	8.8
IMPSONNAVION	348	167	55	32.6	48.1	15.7
TOMCAT 47BELL	27	17	4	26.5	61.5	16.3
SKYTEK K	31	4	2	52.0	12.5	0.5
UNIVAC G11	670	407	75	18.5	60.8	11.2
UNIVAR 108	2173	1393	145	10.4	64.1	6.7
VICKER 745	2488	1628	150	9.2	65.4	6.0
VARGA 2150	135	129	7	5.5	95.5	5.3
WACO ASO	30	12	3	25.9	40.9	10.6
WACO GSE	35	7	1	15.6	20.7	3.2
WACO R	32	14	3	25.7	42.3	10.9

TABLE 2-11 GENERAL AVIATION ACTIVE AIRCRAFT BY SDR AIRCRAFT MANUFACTURER/MODEL GROUP
CY 1981 (16 OF 16)

MANUFACTURER/MODEL GROUP	GROUP SIZE	ESTIMATE OF ACTIVE AIRCRAFT	STANDARD ERROR	PERCENT STANDARD ERROR	ESTIMATE OF PERCENT ACTIVE	STANDARD ERROR
WACO U	29	6	1	14.9	21.3	3.2
WACO UPF7	158	65	14	22.2	41.4	9.2
WACO YK	54	9	2	22.5	17.2	3.9
WAGNER'S	347	123	6	5.2	35.6	1.9
WTHRLEY 201	75	58	5	6.9	77.0	0.9
TOTAL	257686	213226	1078	0.5	82.7	0.4

TABLE 2-12 GENERAL AVIATION AVIONICS EQUIPMENT BY AIRCRAFT TYPE - CY 1981 (1 OF 8)

AIRCRAFT TYPE	VHF COMMUNICATIONS			TRANSPONDER EQUIPMENT			ILS RECEIVING EQUIPMENT					
	360 CH	720 CH	2+ SRS	NO COMM	4096 CODE	ALT ENC	NO TRANS	LOC	MKEK BEC	GLIDE SLOPE	MLS	NO ILS
FIXED WING												
FIXED WING - PISTON												
1 ENG: 1-3 SEATS												
ESTIMATED POPULATION	38392	14200	8729	33173	20208	2123	63571	12233	6521	3674	143	73106
 STANDARD ERROR	A	A	A	A	A	B	A	A	A	B	D	A
 ESTIMATED ± UP TYPE	45.8	16.9	10.4	39.6	24.1	2.5	75.9	14.6	7.6	4.4	0.1	63.7
1 ENG: 4+ SEATS												
ESTIMATED POPULATION	61023	62592	82307	5860	99331	41213	20578	84882	60461	69447	283	31746
 STANDARD ERROR	A	A	A	A	A	A	A	A	A	A	D	A
 ESTIMATED ± UP TYPE	50.9	52.2	68.6	4.9	62.6	34.4	17.2	70.8	67.1	57.9	0.2	26.5
1 ENGINE: TOTAL												
ESTIMATED POPULATION	99415	76793	91037	39033	119539	43337	84150	97115	86983	73122	406	101853
 STANDARD ERROR	A	A	A	A	A	A	A	A	A	A	D	A
 ESTIMATED ± UP TYPE	48.8	37.7	44.7	19.2	58.7	21.3	41.3	47.7	42.7	35.9	0.2	30.0
2 ENG: 1-6 SEATS												
ESTIMATED POPULATION	7066	12732	16140	474	18236	15367	478	17771	17641	17208	330	893
 STANDARD ERROR	A	A	A	C	A	A	C	A	A	A	D	B
 ESTIMATED ± UP TYPE	37.8	68.0	86.2	2.5	97.4	82.1	2.6	95.0	94.3	92.0	1.8	4.8
STANDARD ERROR CODE												
GREATER THAN OR EQUAL TO												
 0 1 10 3 A												
 10 3 20 3 B												
 20 3 30 3 C												
 30 4 0 0 D												

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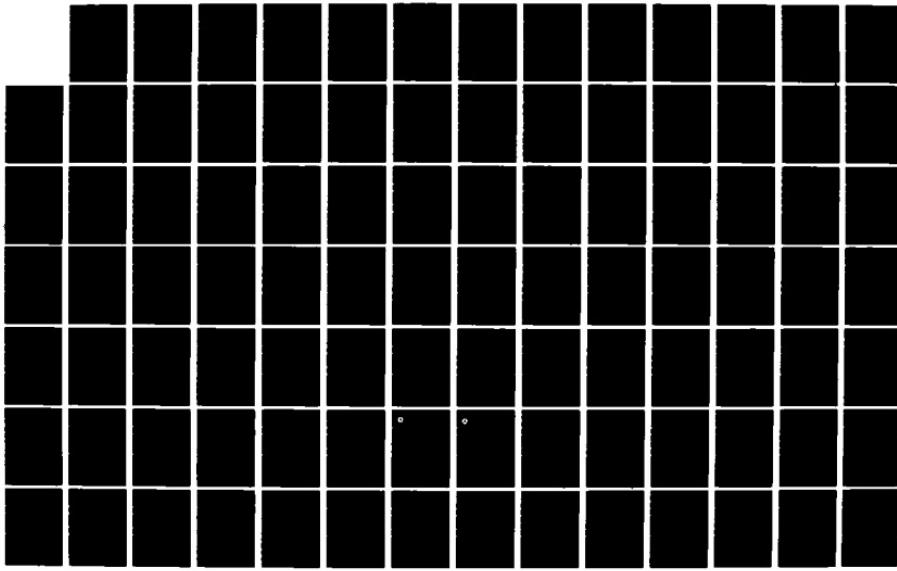
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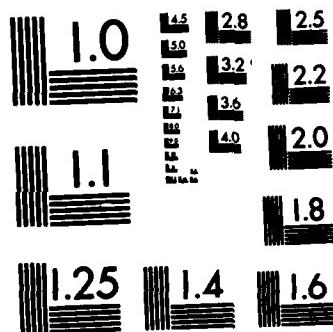
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TABLE 2-12 GENERAL AVIATION AVIONICS EQUIPMENT BY AIRCRAFT TYPE - CY 1981 (2 OF 8)

AIRCRAFT TYPE	VHF COMMUNICATIONS				TRANSPONDER EQUIPMENT				ILS RECEIVING EQUIPMENT			
	360 CH	720 CH	2+ SYS	NO COMM	4096 CODE	ALT ENC	NU TRANS	LOC	MKR SEC	GLIDE SLPTE	MLS	NO ILS
2 ENG: 7+ SEATS												
ESTIMATED POPULATION	2764	7499	8334	529	9153	8258	984	9402	9224	9185	46	694
STANDARD ERROR	A	A	A	C	A	A	B	A	A	A	0	B
ESTIMATED % OF TYPE	27.3	74.0	82.2	5.2	90.3	81.5	9.7	92.7	91.0	90.6	0.5	6.9
2 ENGINE: TOTAL												
ESTIMATED POPULATION	9830	20232	24474	1004	27390	23626	1462	27174	26865	26393	376	1588
STANDARD ERROR	A	A	A	B	A	A	B	A	A	A	C	B
ESTIMATED % OF TYPE	34.1	70.1	84.8	3.5	94.9	81.9	5.1	94.2	93.1	91.5	1.3	5.5
PISTON: OTHER												
ESTIMATED POPULATION	140	148	224	62	249	187	91	245	243	235	0	93
STANDARD ERROR	C	C	A	C	A	A	B	A	A	A	A	B
ESTIMATED % OF TYPE	41.2	43.4	65.9	18.4	73.2	55.0	26.8	71.9	71.4	69.1	0.0	27.4
PISTON: TOTAL												
ESTIMATED POPULATION	109386	97173	115737	40100	147179	67152	85704	124535	114092	99751	763	105534
STANDARD ERROR	A	A	A	A	A	A	A	A	A	A	C	A
ESTIMATED % OF TYPE	47.0	41.7	49.7	17.2	63.2	28.8	36.8	53.5	49.0	42.8	0.3	44.5
PISTOL WING-TURBOPROP												
2 ENG: 1-12 SEATS												
ESTIMATED POPULATION	665	3538	3608	59	4019	3906	78	4036	4017	4036	2	61
STANDARD ERROR	B	A	A	D	A	A	D	A	A	A	0	D
ESTIMATED % OF TYPE	16.2	86.3	88.0	1.4	98.1	95.3	1.9	98.5	98.0	98.5	0.1	1.5
2 ENG: 13+ SEATS												
ESTIMATED POPULATION	115	532	574	4	581	530	19	593	582	593	9	7
STANDARD ERROR	C	A	A	D	A	A	D	A	A	A	0	D
ESTIMATED % OF TYPE	19.2	88.6	95.6	0.7	96.7	88.3	3.3	98.7	96.9	98.7	1.6	1.3

TABLE 2-12 GENERAL AVIATION AVIONICS EQUIPMENT BY AIRCRAFT TYPE - CY 1981 (3 OF 8)

AIRCRAFT TYPE	VHF COMMUNICATIONS				TRANSPONDER EQUIPMENT				ALS RECEIVING EQUIPMENT			
	360 CH	720 CH	2+ SYS	NU COMM	4096 CODE	ALT ENC	NU TRANS	LOC	MKEK SEC	GLIDE SLOPE	MLS	NO ILS
2 ENGINE:												
TOTAL	780	4070	4183	63	4601	4436	97	4630	4599	4630	12	68
* STANDARD POPULATION	^b	A	0	A	A	0	A	A	A	A	0	0
ESTIMATED * OF TYPE	16.6	86.6	89.0	1.4	97.9	94.4	2.1	98.0	97.9	98.5	0.3	1.5
TURBOPROP: OTHER												
TOTAL	23	73	67	84	71	68	105	81	68	65	0	95
* STANDARD POPULATION	^d	A	0	B	A	0	A	A	A	A	0	A
ESTIMATED * OF TYPE	13.2	41.5	38.1	47.9	40.5	38.5	59.5	45.9	38.5	37.3	0.0	54.1
TURBOPROP: TOTAL	803	4143	4250	148	4672	4504	203	4711	4667	4696	12	164
* STANDARD POPULATION	^b	A	C	A	A	C	A	A	A	A	0	C
ESTIMATED * OF TYPE	16.5	85.0	87.2	3.0	95.8	92.4	4.2	96.6	95.7	96.3	0.3	3.4
FIXED WING-TURBOJET												
2 ENGINE TURBOJET												
TOTAL	236	2831	2769	135	2935	2896	147	2936	2930	2931	104	146
* STANDARD POPULATION	^c	A	D	A	A	0	A	A	A	A	0	0
ESTIMATED * OF TYPE	7.7	91.8	89.8	4.4	95.2	94.0	4.8	95.2	95.2	95.1	3.4	4.8
TURBOJET: OTHER												
TOTAL	92	439	446	118	485	449	134	487	471	471	22	129
* STANDARD POPULATION	^b	A	B	B	A	B	A	A	A	A	A	B
ESTIMATED * OF TYPE	15.0	70.8	72.1	19.1	78.3	72.5	21.7	78.7	76.7	76.0	3.5	21.0
TURBOJET: TOTAL	329	3270	3216	254	3420	3345	282	3424	3407	3402	126	276
* STANDARD POPULATION	^b	A	C	A	A	C	A	A	A	A	0	C
ESTIMATED * OF TYPE	8.9	88.3	86.9	6.9	92.4	90.4	7.6	92.5	92.0	91.9	3.4	7.5
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TABLE 2-12 GENERAL AVIATION AVIONICS EQUIPMENT BY AIRCRAFT TYPE - CY 1981 (4 OF 8)

AIRCRAFT TYPE	VHF COMMUNICATIONS				TRANSPONDER EQUIPMENT				ILS RECEIVING EQUIPMENT			
	360 CH	720 CH	2+ SRS	NO COMM	4096 CODE	ALT ENC	NO TRANS	LOC	MAKER REC	GLIDE SLOPE	MLS	NO ILS
FLYING WINGS: TOTAL												
ESTIMATED POPULATION	110520	104587	123203	40503	155272	75002	86190	132671	122167	107850	922	104975
* STANDARD ERROR	A	A	A	A	A	A	A	A	A	A	C	A
ESTIMATED % OF TYPE	45.8	43.3	51.0	16.8	64.3	31.1	35.7	54.9	50.6	44.7	0.4	43.1
ROTORCRAFT												
PISTON												
ESTIMATED POPULATION	1670	893	245	2834	997	80	4393	53	4	1	0	5337
* STANDARD ERROR	B	B	D	A	B	D	A	D	D	0	A	A
ESTIMATED % OF TYPE	30.7	16.4	4.5	52.1	16.3	1.5	80.8	1.0	0.1	0.0	0.0	98.2
TURBINE												
ESTIMATED POPULATION	1193	2665	1627	338	3139	1172	907	1522	890	1023	12	2407
* STANDARD ERROR	b	A	b	C	A	b	b	B	B	B	D	A
ESTIMATED % OF TYPE	28.0	65.9	40.2	8.4	77.6	29.0	22.4	37.6	22.0	25.3	0.3	59.5
ROTORCRAFT: TOTAL												
ESTIMATED POPULATION	2803	3558	1872	3172	4136	1253	5301	1576	894	1024	12	7744
* STANDARD ERROR	A	A	b	A	A	b	A	B	B	B	0	A
ESTIMATED % OF TYPE	29.6	37.5	19.7	33.5	43.6	13.2	55.9	16.6	9.4	10.8	0.1	81.7
OTHER												
ESTIMATED POPULATION	2353	708	36	3680	300	140	6457	154	46	44	44	6561
* STANDARD ERROR	A	b	D	A	D	D	A	D	D	D	D	A
ESTIMATED % OF TYPE	34.9	10.5	0.5	54.6	4.5	2.1	95.5	2.3	0.7	0.7	0.7	97.7
TOTAL												
ESTIMATED POPULATION	115677	108854	125113	47355	159709	76396	97929	134402	123108	108919	979	118301
* STANDARD ERROR	A	A	A	A	A	A	A	A	A	A	B	A
ESTIMATED % OF PUP	44.9	42.2	48.6	18.4	62.0	29.6	36.0	52.2	47.8	42.3	0.4	45.9

NOTE: COLUMN SUMMATIONS MAY DIFFER FROM PRINTED TOTALS DUE TO ESTIMATION PROCEDURES.

	STANDARD ERROR	CODE	
GREATER THAN	LESS THAN		
OK	OK		
EQUAL TO	EQUAL TO		
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0 *	10 *	A	
10 *	20 *	B	
20 *	30 *	C	
30 *	D	D	
*	*	*	*

TABLE 2-12 GENERAL AVIATION AVIONICS EQUIPMENT BY AIRCRAFT TYPE - CY 1981 (5 OF 8)

AIRCRAFT TYPE	NAVIGATION EQUIPMENT									
	VOR 100CH	VUR 200CH	2* RCVR	ADF	DME	RNAV	FLT DIR	RADAR	FLIGHT COMPTR	NO NAVEQ
FIXED WING - PILOTS										
1 ENG: 1-3 SEATS										
ESTIMATED POPULATION	31371	16712	7716	6879	1093	475	126	316	289	294
STANDARD ERROR	A	A	A	A	b	D	D	D	D	37031
ESTIMATED ± OF TYPE	37.4	19.9	9.2	8.2	1.3	0.6	0.2	0.4	0.3	A
ESTIMATED ± OF TYPE	37.4	19.9	9.2	8.2	1.3	0.6	0.2	0.4	0.3	44.2
1 ENG: 4+ SEATS										
ESTIMATED POPULATION	48177	73579	87243	82845	39896	9699	651	5193	2618	663
STANDARD ERROR	A	A	A	A	A	A	C	A	b	5434
ESTIMATED ± OF TYPE	40.2	61.4	72.8	69.1	33.3	8.1	0.5	4.3	2.2	0.6
ESTIMATED ± OF TYPE	40.2	61.4	72.8	69.1	33.3	8.1	0.5	4.3	2.2	4.5
1 ENGINE: TOTAL										
ESTIMATED POPULATION	79549	90292	94959	89725	40989	10174	777	5509	2907	955
STANDARD ERROR	A	A	A	A	A	A	C	A	b	42465
ESTIMATED ± OF TYPE	39.1	44.3	46.6	44.0	20.1	5.0	0.4	2.7	1.4	0.5
2 ENG: 1-6 SEATS										
ESTIMATED POPULATION	5989	13324	17243	17459	16199	6431	225	4929	3689	704
STANDARD ERROR	A	A	A	A	A	A	D	A	A	454
ESTIMATED ± OF TYPE	32.0	71.2	92.1	93.3	86.0	34.4	1.2	26.3	19.7	3.8
ESTIMATED ± OF TYPE	32.0	71.2	92.1	93.3	86.0	34.4	1.2	26.3	19.7	2.4
2 ENG: 7+ SEATS										
ESTIMATED POPULATION	1972	7977	8913	9222	8370	4369	145	3783	3019	338
STANDARD ERROR	B	A	A	A	A	A	D	A	D	527
ESTIMATED ± OF TYPE	19.5	78.7	87.9	91.0	82.6	43.1	1.4	37.3	29.8	3.3
ESTIMATED ± OF TYPE	19.5	78.7	87.9	91.0	82.6	43.1	1.4	37.3	29.8	5.2
2 ENGINE: TOTAL										
ESTIMATED POPULATION	7962	21301	26156	26681	24569	10800	370	8713	6708	1043
STANDARD ERROR	A	A	A	A	A	A	D	A	b	982
ESTIMATED ± OF TYPE	27.6	73.8	90.7	92.5	85.2	37.4	1.3	30.2	23.3	3.6
ESTIMATED ± OF TYPE	27.6	73.8	90.7	92.5	85.2	37.4	1.3	30.2	23.3	3.4
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TABLE 2-12 GENERAL AVIATION AVIONICS EQUIPMENT BY AIRCRAFT TYPE - CY 1981 (6 UF 8)

AIRCRAFT TYPE		NAVIGATION EQUIPMENT										
		VOR 100CH	VOR 200CH	2+ RCVR	ADF	DME	RNAV	LKNAV	FLT DIR	RADAR	FLTMGT CUMPTK	NO NAMEQ
PISTON:	OTHER	73	225	252	248	185	90	12	1	36	0	70
ESTIMATED POPULATION	C	A	A	A	72.8	54.5	26.5	0	0	0	A	C
ESTIMATED STANDARD ERROR	21.6	66.2	74.1	72.8				3.7	0.4	10.6	0.0	20.7
ESTIMATED % OF TYPE												
TOTAL												
PISTON: TOTAL		67585	111819	121368	116655	65745	21065	1161	14223	9652	1998	43518
ESTIMATED POPULATION	A	A	A	A	50.1	28.2	9.0	0.5	0.1	4.1	B	A
ESTIMATED STANDARD ERROR	37.6	48.0	52.1	50.1							0.9	18.7
ESTIMATED % OF TYPE												
FIXED WING-TURBOPROP												
2 ENG: 1-12 SEATS												
ESTIMATED POPULATION	631	3563	4026	3972	4022	3048	280	3532	3642	502	59	
ESTIMATED STANDARD ERROR	b	A	A	A	96.9	98.1	74.4	6.8	86.2	A	B	D
ESTIMATED % OF TYPE	15.4	86.9	98.2	98.2							12.3	1.4
2 ENG: 13+ SEATS												
ESTIMATED POPULATION	75	343	588	374	566	152	61	356	354	37	4	
ESTIMATED STANDARD ERROR	D	A	A	A	95.5	94.3	25.3	10.2	59.3	A	B	D
ESTIMATED % OF TYPE	12.5	90.8	98.0	98.0							0.3	0.7
2 ENGINE: TOTAL												
ESTIMATED POPULATION	706	4109	4615	4547	4589	3201	341	3868	3997	540	63	
ESTIMATED STANDARD ERROR	b	A	A	A	96.7	97.6	08.1	7.3	82.7	A	B	D
ESTIMATED % OF TYPE	15.0	87.4	98.2	98.2							11.5	1.4
TURBOPROP: OTHER												
ESTIMATED POPULATION	23	71	65	78	64	4	26	38	45	0	84	
ESTIMATED STANDARD ERROR	D	A	A	A	44.1	36.2	2.5	14.7	21.7	B	A	B
ESTIMATED % OF TYPE	13.3	40.6	36.7	44.1							0.0	47.9
STANDARD ERROR												
GREATER THAN												
LESS THAN OR EQUAL TO												
0 %												
10 %												
20 %												
30 %												

TABLE 2-12 GENERAL AVIATION AVIONICS EQUIPMENT BY AIRCRAFT TYPE - CY 1981 (7 OF 8)

TABLE 2-12 GENERAL AVIATION AVIONICS EQUIPMENT BY AIRCRAFT TYPE - CY 1981 (8 OF 8)

AIRCRAFT TYPE	NAVIGATION EQUIPMENT						FLIGHT CUMPTK	NO NAVES
	VUK 100CH	VOK 200CH	2+ RCVR	ADP	DME	RNAV		
TURBINE ESTIMATED POPULATION	633	2155	900	2543	952	945	369	526
\$ STANDARD ERROR	^b 15.6	^a 33.3	^b 22.3	^a 62.9	^b 23.5	^b 23.4	^c 13.2	^b 13.0
ESTIMATED % OF TYPE							^c 9.1	^b 13.0
AIRCRAFT: TOTAL								
KUTOMCRAFT: ESTIMATED POPULATION	1144	2276	921	2733	953	945	369	526
\$ STANDARD ERROR	^b 12.1	^a 24.0	^b 9.7	^a 28.8	^b 10.1	^b 10.0	^c 5.6	^b 5.5
ESTIMATED % OF TYPE							^c 3.9	^b 0.4
OTHER								
ESTIMATED POPULATION	87	100	48	81	81	81	44	44
\$ STANDARD ERROR	^b 1.3	^a 1.5	^b 0.7	^a 1.2	^b 1.2	^b 1.2	^c 0.7	^b 0.7
ESTIMATED % OF TYPE							^c 0.7	^b 0.9
TOTAL								
ESTIMATED POPULATION	90019	121472	130428	127477	74822	26858	4013	21610
\$ STANDARD ERROR	^a 34.9	^a 47.1	^a 50.6	^a 49.5	^a 29.0	^a 10.4	^a 1.6	^a 8.5
ESTIMATED % OF POP							^a 0.7	^a 6.8

NOTE: COLUMN SUMMATIONS MAY DIFFER FROM PRINTED TOTALS DUE TO ESTIMATION PROCEDURES.

	STANDARD ERROR	CODE
=	=	=
=	GREATEN THAN	---
=	LESS THAN	---
=	EQUAL TO	---
=	10 %	A
=	10 %	B
=	20 %	C
=	30 %	D

TABLE 2-13 GENERAL AVIATION AVIONICS EQUIPMENT BY STATE OF BASED AIRCRAFT - CY 1981
(1 OF 17)

STATE	VHF COMMUNICATIONS				TRANSPODEN EQUIPMENT				ILS RECEIVING EQUIPMENT			
	360 CH	720 CH	2+ SYS	NO COMM	4096 CODE	ALT ENC	NO TRANS	LOC	MKR BEC	GLIDE SLOPE	MLS	NO ILS
ALABAMA												
ESTIMATED POPULATION	2059	1212	1957	678	2448	1028	1272	2025	1916	1722	0	1557
* STANDARD ENR0K	b	c	b	c	c	c	c	b	b	b	a	b
ESTIMATED % OF STATE	56.2	53.1	53.4	16.5	66.8	28.1	34.7	55.3	52.3	47.0	0.3	42.5
ALASKA												
ESTIMATED POPULATION	4765	2628	1990	726	2192	216	5617	2265	1592	1386	0	5529
* STANDARD ENR0K	a	b	b	c	b	d	a	b	b	b	a	a
ESTIMATED % OF STATE	61.2	33.8	25.6	9.3	28.2	2.8	72.2	29.1	20.5	17.6	0.0	71.1
ARIZONA												
ESTIMATED POPULATION	2703	2608	2960	1010	4107	1744	1934	3025	2626	2420	0	2891
* STANDARD ENR0K	b	b	b	c	b	b	b	b	b	b	a	b
ESTIMATED % OF STATE	45.1	43.5	49.4	16.9	68.5	29.1	32.3	50.5	47.2	40.4	0.0	48.2
ARKANSAS												
ESTIMATED POPULATION	1209	879	1084	1007	1469	664	1472	1050	1144	1011	2	1766
* STANDARD ENR0K	c	c	c	c	c	c	c	c	c	c	0	8
ESTIMATED % OF STATE	40.6	29.5	36.4	33.8	49.3	22.3	49.4	35.2	38.4	33.9	0.1	59.3
CALIFORNIA												
ESTIMATED POPULATION	16800	16239	18183	5116	24382	12602	12269	20276	18318	16568	134	15962
* STANDARD ENR0K	a	a	a	a	a	a	a	a	a	a	0	a
ESTIMATED % OF STATE	46.4	44.8	50.2	14.1	67.3	34.6	33.9	56.0	50.6	45.8	0.4	44.1
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TABLE 2-13 GENERAL AVIATION AVIONICS EQUIPMENT BY STATE OF BASED AIRCRAFT - CY 1981
(2 OF 17)

STATE	VHF COMMUNICATIONS						TRANSPONDER EQUIPMENT				ILS RECEIVING EQUIPMENT			
	360 Ch	720 Ch	2+ SYS	NU COMM	4096 CODE	ALT ENC	NU TRANS	LOC	MARKER REC	GLIDE SLOPE	MLS	NU	ILS	
COLORADO														
ESTIMATED POPULATION	2547	3092	3299	867	4290	1814	1959	3218	2898	3	2825			
% STANDARD ERROR	b	b	b	c	b	b	b	b	b	a	b			
ESTIMATED % OF STATE	41.5	50.3	53.7	14.1	69.8	29.5	31.9	52.4	47.2	0.0	46.0			
CONNECTICUT														
ESTIMATED POPULATION	1029	678	954	308	1307	676	563	1033	1015	968	9	837		
% STANDARD ERROR	c	c	d	c	c	c	c	c	c	0	c			
ESTIMATED % OF STATE	53.6	35.4	49.8	16.1	68.2	35.3	29.4	53.9	52.9	50.5	0.5	43.7		
DELAWARE														
ESTIMATED POPULATION	238	431	454	70	581	414	108	545	503	503	22	104		
% STANDARD ERROR	d	d	d	d	d	d	d	d	d	d	d	d		
ESTIMATED % OF STATE	34.7	62.7	66.1	10.2	64.6	60.2	15.8	76.5	73.3	73.3	3.3	23.9		
DC														
ESTIMATED POPULATION	22	30	43	38	49	39	38	43	43	43	0	44		
% STANDARD ERROR	d	d	d	d	d	d	d	d	d	d	d	d		
ESTIMATED % OF STATE	22.5	31.3	44.1	38.9	49.9	40.2	38.9	44.1	44.1	44.1	0.0	44.8		
FLORIDA														
ESTIMATED POPULATION	6396	6988	9215	2172	11006	5694	3919	6870	6088	7362	61	5716		
% STANDARD ERROR	a	a	a	b	a	a	a	a	a	a	0	a		
ESTIMATED % OF STATE	42.2	46.1	60.8	14.3	72.6	37.6	25.9	58.5	53.4	48.6	0.5	37.7		
GEORGIA														
ESTIMATED POPULATION	2759	1753	2519	810	3200	1440	1815	2671	2377	1935	3	2259		
% STANDARD ERROR	b	b	b	c	b	b	b	b	b	b	a	b		
ESTIMATED % OF STATE	54.7	34.8	50.0	16.1	63.5	28.6	36.0	53.0	47.2	38.4	0.3	44.8		
HAWAII														
ESTIMATED POPULATION	326	231	327	65	552	114	66	231	195	202	0	386		
% STANDARD ERROR	d	d	d	d	d	d	d	d	d	d	d	d		
ESTIMATED % OF STATE	44.2	31.3	44.3	8.9	74.8	15.5	9.0	31.3	26.5	27.5	0.0	52.4		

STANDARD ERROR		CODE	
GREATER THAN THAN OR EQUAL TO		10 %	
0 %		A	
10 %		B	
20 %		C	
30 %		D	
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TABLE 2-13 GENERAL AVIATION AVIONICS EQUIPMENT BY STATE OF BASED AIRCRAFT - CY 1981
(3 OF 17)

STATE	VHF COMMUNICATIONS				TRANSPONDER EQUIPMENT				ILS RECEIVING EQUIPMENT			
	360 CH	720 CH	2* SRS	MU COMM	4096 CODE	ALT ENC	MU TRANS	LOC	MGR REC	GLIDE SLPDE	MLS	M0 ILS
IDAHo ESTIMATED POPULATION	1265	1223	1136	420 C	1677	882 C	1041 C	1361 C	1252 C	1914 C	1	1357
* STANDARD ERROR	C	C	C	41.0	15.4	61.4	32.3	49.9	45.9	37.1	0	B
ESTIMATED * OF STATE	46.3	44.8	41.0								0.0	49.7
ILLINOIS ESTIMATED POPULATION	5006	3977	5048	1875	6301	2896	3950	5821	5056	4368	12	4326
* STANDARD ERROR	B	B	B	30.0	18.6	62.5	27.8	39.2	57.7	50.1	43.3	0
ESTIMATED * OF STATE	49.6	39.4	30.0								0.1	42.9
INDIANA ESTIMATED POPULATION	2579	1694	2348	739	3052	1170	1736	2500	2321	1836	39	2068
* STANDARD ERROR	B	B	B	48.1	15.1	62.5	24.0	35.6	51.2	47.5	37.6	0
ESTIMATED * OF STATE	52.8	34.7	34.7								0.8	42.4
IOWA ESTIMATED POPULATION	1671	1642	1961	1050	2629	808	1574	2168	2014	1638	0	1935
* STANDARD ERROR	B	B	B	46.4	24.6	61.5	18.9	36.8	51.2	47.1	38.3	A
ESTIMATED * OF STATE	43.8	38.4	46.4								0.0	45.3
KANSAS ESTIMATED POPULATION	1664	1640	1951	937	2778	1178	1556	2381	2148	2068	0	1838
* STANDARD ERROR	B	B	B	43.9	21.1	62.5	26.5	35.0	53.6	48.3	46.5	A
ESTIMATED * OF STATE	41.9	36.9	43.9								0.0	41.3
KENTUCKY ESTIMATED POPULATION	817	955	917	286	1195	448	719	1061	1023	851	9	814
* STANDARD ERROR	C	C	C	47.8	14.9	62.2	23.4	37.5	55.3	53.3	44.4	C
ESTIMATED * OF STATE	42.5	49.8	47.8								0.0	42.4
LOUISIANA ESTIMATED POPULATION	1265	2274	2168	916	2968	1398	1358	2283	2083	1929	0	1980
* STANDARD ERROR	C	B	B	51.1	21.6	70.0	33.0	32.0	53.0	49.1	45.5	A
ESTIMATED * OF STATE	29.8	53.6	53.6								0.3	46.7

STANDARD ERROR		CODE	
GREATER THAN		LESS THAN OR EQUAL TO	
-----		-----	
0 %		10 %	
10 %		20 %	
20 %		30 %	
30 %		0 %	

TABLE 2-13 GENERAL AVIATION AVIONICS EQUIPMENT BY STATE OF BASED AIRCRAFT - CY 1981
(4 OF 17)

STATE	VHF COMMUNICATIONS						TRANSPOUNDER EQUIPMENT						ILS RECEIVING EQUIPMENT					
	360 CH	720 CH	2+ SYS	NU COMM	4096 CODE	ALT ENC	NU TRANS	LOC	MKEK BEC	GLIDE	MLS	NU ILS						
MAINE																		
ESTIMATED POPULATION	783	210	393	367	648	149	669	425	314	302	0	892						
* STANDARD ERROR	C	D	0	C	D	C	C	0	0	0	A	C						
ESTIMATED % OF STATE	60.0	16.1	30.1	28.1	49.6	11.4	51.2	32.5	24.0	23.2	0.0	66.3						
MARYLAND																		
ESTIMATED POPULATION	1660	986	1488	669	2035	1106	1139	1679	1525	1348	3	1489						
* STANDARD ERROR	B	C	B	C	B	B	C	B	B	C	D	B						
ESTIMATED % OF STATE	52.6	31.3	47.2	21.2	64.6	35.1	36.1	53.2	48.4	42.6	0.1	47.2						
MASSACHUSETTS																		
ESTIMATED POPULATION	1609	1261	1434	361	1934	651	958	1595	1395	1264	0	1298						
* STANDARD ERROR	B	C	B	D	B	C	C	B	C	C	A	B						
ESTIMATED % OF STATE	55.4	43.4	49.3	12.4	66.6	22.4	33.0	54.9	48.0	43.5	0.0	44.7						
MICHIGAN																		
ESTIMATED POPULATION	4790	3197	4252	1430	5040	1805	3570	4346	3811	2994	0	3905						
* STANDARD ERROR	B	B	B	B	B	B	B	B	B	B	A	B						
ESTIMATED % OF STATE	55.1	36.8	46.9	16.4	58.0	20.8	41.1	50.0	43.8	34.4	0.0	45.0						
MINNESOTA																		
ESTIMATED POPULATION	3134	2388	2987	1269	3253	976	3117	2546	2330	1962	142	3622						
* STANDARD ERROR	B	B	B	B	B	C	B	B	B	B	D	B						
ESTIMATED % OF STATE	49.2	37.5	40.6	19.9	51.1	15.3	48.9	40.0	36.6	31.1	1.9	56.9						
MISSISSIPPI																		
ESTIMATED POPULATION	952	888	895	674	1255	490	1253	1140	1040	944	77	1362						
* STANDARD ERROR	C	C	C	C	C	D	B	C	C	C	D	B						
ESTIMATED % OF STATE	37.7	35.2	35.5	26.9	49.7	19.4	49.7	45.2	41.2	37.4	3.1	53.9						
MISSOURI																		
ESTIMATED POPULATION	2870	1988	2629	805	3148	1026	2044	2614	2746	2284	3	2345						
* STANDARD ERROR	B	B	B	C	B	C	B	B	B	B	A	B						
ESTIMATED % OF STATE	56.2	38.9	51.5	15.8	61.6	20.1	40.0	51.2	53.3	44.7	0.0	45.9						

TABLE 2-13 GENERAL AVIATION AVIONICS EQUIPMENT BY STATE OF BASED AIRCRAFT - CY 1981
(5 OF 17)

STATE	VHF COMMUNICATIONS				TRANSPONDER EQUIPMENT				ILS RECEIVING EQUIPMENT				
	360 CH	720 CH	2* SYS	NO COMM	4096 CODE	ALT ENC	NO TRANS	LOC	AKER SEC	GLIDE SLOPE	MLS	NO ILS	
MONTANA													
ESTIMATED POPULATION	1322	1011	843	421	1345	323	1354	869	774	854	0	1831	
* STANDARD ERROR	C	C	C	D	C	D	C	C	C	C	A	b	
ESTIMATED * OF STATE	48.7	37.3	31.1	15.5	49.6	11.9	49.9	32.0	48.5	31.5	0.9	67.5	
NEBRASKA													
ESTIMATED POPULATION	916	1096	1077	608	1222	386	1277	948	919	787	3	1516	
* STANDARD ERROR	C	C	C	C	C	D	C	C	C	C	A	b	
ESTIMATED * OF STATE	35.4	42.3	41.6	23.5	47.2	14.9	49.3	35.8	35.5	30.4	0.6	58.6	
NEVADA													
ESTIMATED POPULATION	677	914	894	264	1177	791	503	899	814	897	4	781	
* STANDARD ERROR	C	C	C	U	C	C	C	C	C	C	U	C	
ESTIMATED * OF STATE	49.7	53.7	52.5	15.5	69.0	46.4	29.6	52.8	47.8	52.6	0.3	45.8	
NEW HAMPSHIRE													
ESTIMATED POPULATION	523	724	714	151	874	590	522	871	816	819	3	525	
* STANDARD ERROR	D	C	C	D	C	D	D	C	C	C	A	C	
ESTIMATED * OF STATE	36.0	49.6	49.2	10.4	60.2	40.6	36.0	60.0	56.2	56.3	0.3	36.2	
NEW JERSEY													
ESTIMATED POPULATION	1957	2223	2654	553	2580	1790	1768	2565	2503	1949	14	1581	
* STANDARD ERROR	B	B	B	C	B	B	B	B	B	B	0	b	
ESTIMATED * OF STATE	45.3	51.5	51.5	10.5	12.8	59.8	41.5	40.9	59.4	58.0	45.1	0.3	36.6
NEW MEXICO													
ESTIMATED POPULATION	1029	1137	1274	507	1684	1069	904	1302	1178	1039	7	1244	
* STANDARD ERROR	C	C	C	C	B	B	C	C	C	C	D	C	
ESTIMATED * OF STATE	40.2	44.5	49.6	19.8	65.9	41.8	35.3	50.9	46.1	40.6	0.3	48.6	
NEW YORK													
ESTIMATED POPULATION	3682	2806	3782	1359	4560	2191	2691	4213	3790	3321	67	2861	
* STANDARD ERROR	B	B	B	B	B	B	B	B	B	B	D	B	
ESTIMATED * OF STATE	49.1	37.4	50.5	18.1	60.9	29.2	35.9	56.2	50.6	44.3	1.2	38.2	

TABLE 2-13 GENERAL AVIATION AVIONICS EQUIPMENT BY STATE OF BASED AIRCRAFT - CY 1981
(6 OF 17)

STATE	VHF COMMUNICATIONS				TRANSPOUNDER EQUIPMENT				ILS RECEIVING EQUIPMENT			
	360 Ch	720 Ch	2+ SYS	NU COMM	4096 CODE	ALT ENC	NU TRANS	LUC	METER BEC	GLIDE SLOPE	MLS	NU ILS
NORTH CAROLINA												
ESTIMATED POPULATION	2078	1958	2292	899	3368	1603	1347	2831	2666	2393	4	1894
STANDARD ERROR	B	B	B	C	B	B	B	B	B	B	0	H
ESTIMATED % OF STATE	43.4	41.4	48.5	19.0	71.2	33.9	28.5	59.8	56.4	59.6	0.1	38.2
NORTH DAKOTA												
ESTIMATED POPULATION	766	586	637	755	933	423	1096	699	602	552	2	1325
STANDARD ERROR	C	D	C	C	C	D	C	C	D	D	0	C
ESTIMATED % OF STATE	38.2	29.2	31.8	37.7	46.5	21.1	54.6	34.8	30.0	27.5	0.1	36.0
OHIO												
ESTIMATED POPULATION	4825	4119	5230	1684	6549	2551	3287	5615	5175	3854	0	4072
STANDARD ERROR	B	B	A	B	A	B	B	A	B	B	0	B
ESTIMATED % OF STATE	49.5	42.2	53.6	17.3	60.9	26.2	33.7	57.6	53.3	39.5	0.9	41.7
OKLAHOMA												
ESTIMATED POPULATION	2203	2849	3178	927	4195	2155	1673	3424	3007	2644	28	2432
STANDARD ERROR	B	B	B	C	B	B	B	B	B	B	0	B
ESTIMATED % OF STATE	37.3	48.3	53.9	15.7	71.1	36.5	28.4	58.0	51.0	44.8	0.5	41.2
OREGON												
ESTIMATED POPULATION	2845	3180	3581	779	4364	2056	2001	3705	3553	2954	57	2252
STANDARD ERROR	B	B	B	C	B	B	B	B	B	B	0	B
ESTIMATED % OF STATE	45.3	50.6	57.0	12.4	69.3	32.7	31.9	59.0	56.5	47.0	1.6	35.8
PENNSYLVANIA												
ESTIMATED POPULATION	3270	2771	3561	1251	4216	2051	2747	3731	3528	2910	36	2993
STANDARD ERROR	B	B	B	B	B	B	B	B	B	B	0	B
ESTIMATED % OF STATE	47.0	39.8	51.2	18.0	60.6	29.5	39.5	53.6	50.7	41.8	0.5	43.0
RHODE ISLAND												
ESTIMATED POPULATION	237	121	86	40	310	92	72	150	150	150	0	233
STANDARD ERROR	D	D	D	D	D	D	D	D	D	D	0	D
ESTIMATED % OF STATE	62.5	31.9	22.8	10.7	81.8	24.4	19.2	39.5	39.5	39.5	0.0	61.4

TABLE 2-13 GENERAL AVIATION AVIONICS EQUIPMENT BY STATE OF BASED AIRCRAFT - CY 1981
(7 OF 17)

STATE	VHF COMMUNICATIONS				TRANSPONDER EQUIPMENT				ILS RECEIVING EQUIPMENT			
	360 CH	720 CH	2+ SRS	HD COMM	4096 CODE	ALT ENC	HD TRANS	LOC	MGR SEC	GLIDE SLOPE	MLS	NO ILS
SOUTH CAROLINA												
ESTIMATED POPULATION	942	973	1025	375	1393	642	704	1269	1010	851	0	791
* STANDARD ERROR	C	C	C	D	C	C	C	C	C	C	A	C
ESTIMATED % OF STATE	43.4	44.8	47.2	17.3	64.2	29.6	32.4	58.4	46.5	39.2	0.0	36.4
SOUTH DAKOTA												
ESTIMATED POPULATION	700	348	441	380	544	103	847	418	400	223	0	922
* STANDARD ERROR	C	D	D	D	D	0	0	0	0	0	A	C
ESTIMATED % OF STATE	47.6	23.6	30.0	25.6	37.0	7.0	57.5	28.4	27.2	15.2	0.0	0.2.6
TENNESSEE												
ESTIMATED POPULATION	1409	1527	1793	491	2240	1214	944	4856	1789	2643	4	1279
* STANDARD ERROR	C	b	b	C	C	C	C	B	B	B	D	C
ESTIMATED % OF STATE	45.1	48.9	57.4	15.7	71.7	38.9	30.3	59.4	57.3	52.6	0.1	41.0
TEXAS												
ESTIMATED POPULATION	8138	11243	11623	3953	15299	8151	6630	12627	11915	11120	23	9004
* STANDARD ERROR	A	A	A	b	A	A	A	A	A	A	D	A
ESTIMATED % OF STATE	37.2	51.4	53.2	1b.1	70.0	37.3	30.3	57.8	54.5	50.9	0.1	41.2
UTAH												
ESTIMATED POPULATION	540	978	908	185	1322	759	348	964	919	859	4	701
* STANDARD ERROR	D	C	C	D	C	C	D	C	C	C	D	C
ESTIMATED % OF STATE	32.2	58.3	54.2	11.1	78.9	45.3	20.8	57.5	54.8	51.3	0.3	41.6
VERMONT												
ESTIMATED POPULATION	221	176	205	100	270	114	222	255	207	203	1	235
* STANDARD ERROR	D	D	D	D	D	D	D	D	D	D	D	D
ESTIMATED % OF STATE	44.8	35.7	41.7	20.3	54.9	23.2	45.0	51.8	42.0	41.3	0.3	47.7
WIRGINIA												
ESTIMATED POPULATION	1327	1673	1949	533	2270	1397	975	2177	1969	1708	62	971
* STANDARD ERROR	C	b	b	C	b	B	C	B	B	B	D	C
ESTIMATED % OF STATE	41.8	52.7	61.4	16.8	71.4	44.0	30.7	68.5	62.0	53.8	2.0	30.6

STANDARD ERROR		CODE	
GREATER THAN	LESS THAN		
-----	-----	-----	
0 %	10 %	20 %	
-----	-----	-----	
20 %	30 %	40 %	
-----	-----	-----	
30 %	40 %	50 %	
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TABLE 2-13 GENERAL AVIATION AVIONICS EQUIPMENT BY STATE OF BASED AIRCRAFT - CY 1981
(8 OF 17)

STATE	VHF COMMUNICATIONS				TRANSPONDER EQUIPMENT				ILS RECEIVING EQUIPMENT			
	360 CH	720 CH	2+ SRS	MU COMM	4096 CODE	ALT ENC	MU TRANS	LOC	MKER BC	GLIDE SLOPE	MU MLS	NO ILS
WASHINGTON ESTIMATED POPULATION	3245 b	2720 b	2922 b	1624 b	4196 b	1290 b	3041 b	3857 b	3096 b	2469 b	36 b	3143 b
* STANDARD ERROR	45.0	37.7	40.5	22.5	58.1	17.9	42.1	53.4	42.9	34.5	0.5	43.5
ESTIMATED * OF STATE												
WEST VIRGINIA ESTIMATED POPULATION	487 0	469 0	682 c	120 0	806 c	447 0	249 0	809 c	660 c	581 c	3 0	245 0
* STANDARD ERROR	40.3	44.5	64.7	11.5	76.6	42.5	23.6	76.8	63.2	55.2	0.4	23.3
ESTIMATED * OF STATE												
WISCONSIN ESTIMATED POPULATION	2608 b	1907 b	2449 b	900 b	2791 b	1244 b	2396 b	2505 b	2338 b	1985 b	7 b	2616 b
* STANDARD ERROR	50.2	36.7	47.1	17.3	53.7	23.9	46.1	48.2	45.0	38.2	0.2	50.4
ESTIMATED * OF STATE												
WYOMING ESTIMATED POPULATION	524 0	609 0	543 0	151 0	787 c	403 0	416 0	540 0	527 0	510 0	0 0	649 0
* STANDARD ERROR	44.3	51.4	45.9	12.8	66.4	34.0	35.2	45.6	44.5	43.1	0.3	54.8
ESTIMATED * OF STATE												
PuERTO RICO ESTIMATED POPULATION	73 0	81 0	115 0	12 0	105 0	50 0	55 0	119 0	94 0	108 0	0 0	40 0
* STANDARD ERROR	44.2	46.9	69.5	7.6	63.4	30.6	33.4	72.2	56.8	65.2	0.5	24.5
ESTIMATED * OF STATE												
OTHER U.S. TERRITORIES ESTIMATED POPULATION	44 0	23 0	30 0	3 0	46 0	8 0	13 0	35 0	30 0	27 0	0 0	24 0
* STANDARD ERROR	56.1	38.5	50.1	6.1	75.9	13.7	22.6	58.5	50.1	45.0	0.0	40.1
ESTIMATED * OF STATE												
FOREIGN ESTIMATED POPULATION	248 0	535 c	621 0	136 0	617 c	464 0	250 0	622 c	514 c	487 c	27 0	245 0
* STANDARD ERROR	28.6	61.6	71.5	15.7	71.0	53.5	28.8	71.6	59.2	56.0	3.2	48.2
ESTIMATED * OF STATE												

#	STANDARD ERROR	#	CODE
#	GREATERTHAN	#	LESS THAN
#	THAN	#	OK
#	EQUAL TO	#	
#	0	#	10
#	10	#	20
#	20	#	30
#	30	#	0

TABLE 2-13 GENERAL AVIATION AVIONICS EQUIPMENT BY STATE OF BASED AIRCRAFT - CY 1981
(9 OF 17)

STATE	VHF COMMUNICATIONS				TRANSPONDER EQUIPMENT				ILS RECEIVING EQUIPMENT			
	360 CH	720 CH	2+ SYS	NO COMM	4096 CUDE	ALT ENC	NO TRANS	LOC	MKR DEC	GLIDE SLOPE	MLS	NO ILS
TOTAL												
ESTIMATED POPULATION	115677	108654	125113	47353	159709	76396	97929	134402	123108	108919	979	118301
* STANDARD EKUR	A	A	A	A	A	A	A	A	A	A	B	A
ESTIMATED # OF PUP	44.9	42.2	46.6	18.4	62.0	29.6	38.0	52.2	47.8	42.3	0.4	45.9

NOTE: COLUMN SUMMATIONS MAY DIFFER FROM PRINTED TOTALS DUE TO ESTIMATION PROCEDURES.

	STANDARD EKUR	CODE
GREATERTHAN	LESS THAN	
THAN	OK	
EQUAL TO		
-----	-----	-----
0 %	10 %	A
10 %	20 %	B
20 %	30 %	C
30 %	0 %	

TABLE 2-13 GENERAL AVIATION AVIONICS EQUIPMENT BY STATE OF BASED AIRCRAFT - CY 1981
(10 OF 17)

STATE	NAVIGATION EQUIPMENT										FLIGHT COMPTK	NU NAVEQ
	VOR 100CH	VOR 200CH	2+ RCVR	ADF	DME	KBAW	LRNAV	FLT DIR	RADAR	ALT		
ALABAMA												
ESTIMATED POPULATION	1435	1388	2210	1895	941	379	19	378	197	34	901	C
* STANDARD ERROR	C	b	B	B	C	0	0	0	0	0	0	C
ESTIMATED % OF STATE	39.2	37.9	60.3	51.7	25.7	10.4	0.5	10.3	5.4	0.9	24.6	
ALASKA												
ESTIMATED POPULATION	3401	2651	1587	3865	560	136	11	136	202	3	1605	
* STANDARD ERROR	b	b	B	B	C	0	0	0	0	0	0	b
ESTIMATED % OF STATE	43.7	34.1	20.4	49.7	7.2	1.8	0.1	1.8	2.6	0.0	20.6	
ARIZONA												
ESTIMATED POPULATION	2156	3047	3078	2928	1472	353	24	336	332	145	1211	
* STANDARD ERROR	B	B	B	B	B	0	0	0	0	0	0	b
ESTIMATED % OF STATE	36.0	50.6	51.4	48.9	24.6	5.9	0.4	5.6	5.6	2.4	20.2	
ARKANSAS												
ESTIMATED POPULATION	1067	1027	1211	1303	590	137	39	274	200	39	1006	
* STANDARD ERROR	C	C	C	C	C	0	0	0	0	0	0	C
ESTIMATED % OF STATE	35.8	34.5	40.7	43.7	19.8	4.6	1.3	9.2	6.7	1.3	33.6	
CALIFORNIA												
ESTIMATED POPULATION	12163	18840	18900	16323	9911	3363	228	2453	1862	187	6918	
* STANDARD ERROR	A	A	A	A	A	0	0	0	0	0	0	A
ESTIMATED % OF STATE	33.6	52.0	52.2	45.1	27.4	9.3	0.6	6.8	5.1	0.5	19.1	
COLORADO												
ESTIMATED POPULATION	2185	3076	3251	3282	1981	691	33	704	337	37	1239	
* STANDARD ERROR	B	B	B	B	B	C	0	C	0	0	0	b
ESTIMATED % OF STATE	35.6	50.1	52.9	53.4	32.2	11.3	0.5	11.5	5.5	0.6	20.2	

TABLE 2-13 GENERAL AVIATION AVIONICS EQUIPMENT BY STATE OF BASED AIRCRAFT - CY 1981
(11 OF 17)

STATE	NAVIGATION EQUIPMENT										NO NAVEU
	WXR 100CH	VOR 200CH	2+ MCVR	ADF	DME	RNAV	FLT DIR	RADAR ALT	FLTMGT CUNEFK		
CONNECTICUT											
ESTIMATED POPULATION	842	771	990	980	500	60	14	73	116	27	390
* STANDARD ERROR	C	C	C	C	0	0	0	0	0	0	0
ESTIMATED % OF STATE	43.9	40.2	51.0	51.1	26.1	30.2	0.8	3.4	6.1	1.4	20.3
DELAWARE											
ESTIMATED POPULATION	257	360	471	355	324	122	15	104	86	24	74
* STANDARD ERROR	0	0	0	0	0	0	0	0	0	0	0
ESTIMATED % OF STATE	37.5	53.4	68.5	51.7	47.2	17.8	2.3	15.1	14.6	7.4	11.5
DC											
ESTIMATED POPULATION	0	43	43	43	43	37	3	42	33	18	44
* STANDARD ERROR	A	0	0	0	0	0	0	0	0	0	0
ESTIMATED % OF STATE	0.0	44.1	44.1	44.1	44.1	37.9	5.1	43.0	34.4	18.0	44.0
FLORIDA											
ESTIMATED POPULATION	4926	8079	9038	9050	5204	1673	222	1038	1338	236	2238
* STANDARD ERROR	B	A	A	A	A	0	0	0	0	0	0
ESTIMATED % OF STATE	32.5	53.3	59.6	59.7	34.3	11.0	1.5	6.9	8.8	1.0	14.8
GEORGIA											
ESTIMATED POPULATION	1923	2220	2424	2297	1346	448	31	596	299	9	1004
* STANDARD ERROR	B	B	B	B	B	0	0	0	0	0	0
ESTIMATED % OF STATE	38.2	44.0	48.1	45.6	26.7	6.3	0.6	11.8	5.9	0.2	19.9
HAWAII											
ESTIMATED POPULATION	242	244	308	166	137	12	8	36	6	6	132
* STANDARD ERROR	0	0	0	0	0	0	0	0	0	0	0
ESTIMATED % OF STATE	32.8	33.1	41.7	22.5	16.6	1.7	1.2	4.9	1.2	0.0	17.9
IDAHO											
ESTIMATED POPULATION	982	1299	1217	1267	592	230	39	142	98	17	333
* STANDARD ERROR	C	C	C	C	C	0	0	0	0	0	0
ESTIMATED % OF STATE	36.0	47.6	44.6	46.4	21.7	8.4	1.8	3.5	3.0	0.6	19.5
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TABLE 2-13 GENERAL AVIATION AVIONICS EQUIPMENT BY STATE OF BASED & PCRAFT - CY 1981
(12 OF 17)

STATE	NAVIGATION EQUIPMENT										NU NAVIC
	WUR 100CH	WUR 200CH	2+ KCR	AUF	UME	RNAV	LNAV	FLT DIR	RAW ALT	FLT ALT CMBTH	
ILLINOIS											
ESTIMATED POPULATION	4219	4473	5258	4874	2902	503	94	863	538	92	2044
* STANDARD ERROR	41.6	44.3	52.1	48.3	26.8	4.0	0.9	0.6	0.6	0.4	20.8
ESTIMATED % OF STATE											
INDIANA											
ESTIMATED POPULATION	1966	2237	2491	2314	1500	439	23	262	289	34	754
* STANDARD ERROR	40.3	45.8	51.0	47.4	30.7	9.0	0.5	0.4	0.4	0.4	15.5
ESTIMATED % OF STATE											
KUWA											
ESTIMATED POPULATION	1491	1415	2143	2019	1045	413	23	310	169	15	1030
* STANDARD ERROR	34.9	44.8	50.2	47.2	24.5	9.7	0.6	7.3	4.0	0.4	24.1
ESTIMATED % OF STATE											
KANSAS											
ESTIMATED POPULATION	1410	2010	2161	2226	1310	441	142	169	159	106	911
* STANDARD ERROR	31.7	45.2	48.6	50.1	29.0	9.0	0.6	0.6	0.6	0	20.5
ESTIMATED % OF STATE											
KENTUCKY											
ESTIMATED POPULATION	701	1010	1117	1040	529	139	33	177	126	25	348
* STANDARD ERROR	36.5	52.0	58.2	54.5	27.6	7.3	1.7	9.2	6.6	1.3	18.1
ESTIMATED % OF STATE											
LOUISIANA											
ESTIMATED POPULATION	1036	2024	2125	2648	1416	663	354	564	389	19	970
* STANDARD ERROR	45.2	47.7	50.1	62.4	33.4	15.6	8.4	13.3	9.2	0.5	22.9
ESTIMATED % OF STATE											
MAINE											
ESTIMATED POPULATION	590	374	490	420	212	18	2	37	35	4	401
* STANDARD ERROR	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0
ESTIMATED % OF STATE											
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TABLE 2-13 GENERAL AVIATION AVIONICS EQUIPMENT BY STATE OF BASED AIRCRAFT - CY 1981
(13 OF 17)

STATE	NAVIGATION EQUIPMENT										NO NAVEW
	WOK 100CH	VOK 200CH	2* KCVR	ADF	DME	MNAV	LNAV	FLT DIR	RADAR	FLTMGT CUMPTK	
MARYLAND ESTIMATED POPULATION + STANDARD ERROR ESTIMATED + OF STATE 40.0	1260 C 43.5	1370 C 51.2	1615 B 45.5	1436 C 20.6	650 C 0.6	209 C 0.6	22 C 0.7	170 C 0.7	129 C 0.4	67 C 4.1	741 C 2.1
MASSACHUSETTS ESTIMATED POPULATION + STANDARD ERROR ESTIMATED + OF STATE 44.7	1299 C 51.8	1505 B 53.7	1561 C 47.2	1370 C 22.8	662 C 6.5	189 C 0.3	8 C 0.3	77 C 2.7	142 C 4.9	15 C 0.5	406 C 14.0
MICHIGAN ESTIMATED POPULATION + STANDARD ERROR ESTIMATED + OF STATE 45.3	3935 B 46.9	4074 B 50.0	4347 B 42.6	3707 B 21.2	1839 B 8.2	709 B 1.2	105 B 1.2	529 B 0.1	425 B 4.9	111 B 1.3	1581 B 18.2
MINNESOTA ESTIMATED POPULATION + STANDARD ERROR ESTIMATED + OF STATE 40.2	2562 B 40.1	2553 B 43.1	2743 B 46.7	2975 B 21.9	1392 B 10.2	648 B 1.6	99 B 1.6	226 B 3.0	206 B 3.2	73 B 1.2	1475 B 23.2
MISSISSIPPI ESTIMATED POPULATION + STANDARD ERROR ESTIMATED + OF STATE 31.0	781 C 35.1	886 C 47.8	1207 C 46.5	1174 C 32.0	809 C 17.4	438 C 0.5	13 C 0.5	251 C 10.0	228 C 9.0	3 C 0.1	659 C 34.0
MISSOURI ESTIMATED POPULATION + STANDARD ERROR ESTIMATED + OF STATE 51.6	2635 B 38.9	1985 B 49.7	2539 B 50.9	2601 B 29.3	1496 B 6.4	326 B 0.3	17 B 0.3	273 B 5.4	335 B 6.6	90 B 1.6	765 B 16.0
MONTANA ESTIMATED POPULATION + STANDARD ERROR ESTIMATED + OF STATE 35.9	973 C 40.1	1087 C 39.3	1067 C 45.0	1221 C 17.2	467 C 4.9	132 C 0.3	8 C 0.3	230 C 8.5	79 C 2.9	26 C 1.6	736 C 27.1

TABLE 2-13 GENERAL AVIATION AVIONICS EQUIPMENT BY STATE OF BASED AIRCRAFT - CY 1981
(14 OF 17)

STATE	WOK 100CH	WOK 200CH	2* RCVR	NAVIGATION EQUIPMENT								NO. NAVEQ
				ADF	DME	RNAV	LNAV	FLT DIR	RADAR	FLIGHT CUMPTK	ALT	
NEBRASKA ESTIMATED POPULATION	818	1064	1107	1051	401	23*	0	107	73	0	73*	C
* STANDARD ERROR	C	C	C	C	0	0	A	0	0	A	0	C
ESTIMATED % OF STATE	31.6	41.1	42.8	40.6	15.5	9.2	0.3	4.2	2.6	0.6	26.6	B
NEVADA ESTIMATED POPULATION	578	848	935	922	574	132	32	124	130	9	342	D
* STANDARD ERROR	C	C	C	C	C	0	0	0	0	0	0	D
ESTIMATED % OF STATE	34.0	49.8	54.9	54.1	33.7	7.6	1.9	7.3	7.7	0.6	20.1	D
NEW HAMPSHIRE ESTIMATED POPULATION	422	730	837	877	409	163	12	81	117	13	247	J
* STANDARD ERROR	D	C	C	C	D	0	0	0	0	0	0	C
ESTIMATED % OF STATE	29.1	50.3	57.7	60.5	28.2	11.3	0.9	5.6	8.1	0.9	17.1	J
NEW JERSEY ESTIMATED POPULATION	1316	2543	2575	2279	1448	443	197	333	302	162	655	C
* STANDARD ERROR	C	B	B	B	B	33.6	10.3	4.6	7.7	7.0	3.6	C
ESTIMATED % OF STATE	30.5	59.0	59.6	52.8	53.0	53.0	31.3	15.3	9.4	7.3	3.2	C
NEW MEXICO ESTIMATED POPULATION	946	1099	1322	1354	800	391	7	240	186	3	593	C
* STANDARD ERROR	C	C	C	C	C	0	0	0	0	0	0	C
ESTIMATED % OF STATE	37.0	43.0	51.7	53.0	31.3	15.3	0.3	9.4	7.3	3.2	23.2	C
NEW YORK ESTIMATED POPULATION	3130	3129	4097	3401	2227	443	139	528	365	134	1464	B
* STANDARD ERROR	B	B	B	B	B	C	C	C	C	C	C	B
ESTIMATED % OF STATE	41.8	41.8	54.7	45.4	29.7	5.9	1.9	7.1	4.9	1.8	19.5	B
NORTH CAROLINA ESTIMATED POPULATION	1295	2802	2634	2545	1472	759	33	440	403	34	955	C
* STANDARD ERROR	C	B	B	B	B	C	0	C	C	C	C	C
ESTIMATED % OF STATE	27.4	59.2	56.7	53.8	31.1	16.0	0.7	9.3	8.5	0.7	20.2	C

STANDARD ERROR		CODE	
GREATER THAN	LESS THAN OR EQUAL TO	-----	-----
0 *	10 *	A	
10 *	20 *	B	
20 *	30 *	C	
30 *	0 *	D	

TABLE 2-13 GENERAL AVIATION AVIONICS EQUIPMENT BY STATE OF BASED AIRCRAFT - CY 1981
(15 OF 17)

STATE	NAVIGATION EQUIPMENT										FLIGHT CUMPR	FLT HGT ALT	RADAR ALT	FLT HGT CUMPR	40 HAVING
	VOK 100CH	VUR 200CH	2+ HCVR	ADF	DME	RNAV	LNAV	FLT DIRK	RADAR						
MONTANA															
ESTIMATED POPULATION	658	674	632	666	619	349	7	81	94	5	732				
* STANDARD ERROR	D	C	C	0	0	0	0	0	0	0	C				
ESTIMATED % OF STATE	32.8	33.6	31.5	33.2	30.9	17.4	0.4	4.1	4.7	0.5	36.5				
OHIO															
ESTIMATED POPULATION	381.3	4481	5449	5181	2473	961	108	931	594	145	1863				
* STANDARD ERROR	B	B	A	B	B	C	C	C	C	D					
ESTIMATED % OF STATE	35.1	45.9	55.9	53.1	25.4	9.9	1.1	9.6	6.1	1.5	19.1				
OKLAHOMA															
ESTIMATED POPULATION	1949	3218	3453	3104	2088	896	106	673	487	87	962				
* STANDARD ERROR	B	B	B	B	B	C	C	C	C	C	C				
ESTIMATED % OF STATE	33.0	54.3	58.5	52.6	35.4	15.2	1.6	11.4	8.3	1.3	16.3				
OREGON															
ESTIMATED POPULATION	2178	3500	3615	3269	2141	560	41	169	249	2	1657				
* STANDARD ERROR	B	B	B	B	B	C	C	C	C	C	C				
ESTIMATED % OF STATE	34.7	55.7	57.5	52.0	34.1	8.9	0.7	7.5	4.0	0.0	16.8				
PENNSYLVANIA															
ESTIMATED POPULATION	2781	3259	3598	3432	2260	787	109	689	443	70	1339				
* STANDARD ERROR	B	B	B	B	B	C	C	C	C	C	C				
ESTIMATED % OF STATE	40.0	46.8	51.7	49.3	32.5	11.3	1.6	9.8	6.4	1.0	19.2				
RHODE ISLAND															
ESTIMATED POPULATION	179	159	118	150	81	32	4	11	40	0	58				
* STANDARD ERROR	D	D	D	D	D	U	0	0	0	A	0				
ESTIMATED % OF STATE	47.3	41.9	31.1	39.5	21.3	6.4	1.2	3.1	10.6	0.0	15.3				
SOUTH CAROLINA															
ESTIMATED POPULATION	699	1029	1126	1133	703	251	5	225	86	35	404				
* STANDARD ERROR	C	C	C	C	C	D	D	D	D	D	D				
ESTIMATED % OF STATE	32.2	47.4	51.8	52.2	32.4	11.6	0.3	10.4	4.0	1.6	18.6				

TABLE 2-13 GENERAL AVIATION AVIONICS EQUIPMENT BY STATE OF BASED AIRCRAFT - CY 1981
(16 OF 17)

STATE	NAVIGATION EQUIPMENT										NO NAVEW
	VOX 100CH	VOX 200CH	2W KCWR	AUHF	DME	RNAV	LNAV	FLT DIR	RADAR	FLTMGT ALT	
SOUTH DAKOTA											
ESTIMATED POPULATION	467	443	481	343	157	52	35	66	32	0	501
^b STANDARD ERROR	D	D	D	D	D	D	D	D	D	A	0
^a ESTIMATED % OF STATE	33.1	30.2	32.7	23.3	10.7	3.5	2.4	4.5	2.2	0.0	34.1
TENNESSEE											
ESTIMATED POPULATION	1111	1080	1011	1897	116 ^a	581	11	252	299	2	488
^b STANDARD ERROR	C	B	B	B	B	C	D	C	C	C	C
^a ESTIMATED % OF STATE	35.6	54.0	58.0	60.7	37.4	18.6	0.4	8.1	9.6	0.1	15.7
TEXAS											
ESTIMATED POPULATION	6077	12105	12109	12466	8440	3286	437	2986	1782	540	4397
^b STANDARD ERROR	A	A	A	A	A	B	C	B	C	C	A
^a ESTIMATED % OF STATE	27.8	55.7	55.4	57.0	38.6	15.0	2.0	13.7	8.2	2.5	20.1
UTAH											
ESTIMATED POPULATION	584	980	995	1001	54 ^a	53	66	153	120	0	132
^b STANDARD ERROR	C	C	C	C	D	D	D	D	D	D	D
^a ESTIMATED % OF STATE	34.9	58.5	59.4	59.8	32.8	3.2	3.9	9.1	7.2	0.4	7.9
VERMONT											
ESTIMATED POPULATION	163	183	221	206	104	39	0	32	13	3	132
^b STANDARD ERROR	D	D	D	D	D	A	D	D	D	D	D
^a ESTIMATED % OF STATE	43.1	37.2	45.0	41.9	21.2	8.1	0.0	6.6	2.8	0.7	26.8
WIRGINIA											
ESTIMATED POPULATION	1104	1682	2219	1992	123 ^a	402	92	216	296	67	601
^b STANDARD ERROR	C	B	B	B	C	D	D	D	D	D	C
^a ESTIMATED % OF STATE	34.8	52.9	63.8	62.7	38.8	12.7	2.9	6.8	9.3	2.1	18.9
WASHINGTON											
ESTIMATED POPULATION	2322	3500	3196	3243	1430	325	98	189	262	12	1788
^b STANDARD ERROR	B	B	B	B	B	D	D	D	D	D	B
^a ESTIMATED % OF STATE	32.2	48.5	44.3	44.9	19.8	4.5	1.4	2.6	3.6	0.2	24.8

STANDARD ERROR	CODE
GREATERTHAN	-----
LESS THAN	-----
OR	-----
EQUAL TO	-----
-----	-----
0%	10%
10%	20%
20%	30%
30%	0%

TABLE 2-13 GENERAL AVIATION AVIONICS EQUIPMENT BY STATE OF BASED AIRCRAFT - CY 1981
(17 OF 17)

STATE	NAVIGATION EQUIPMENT									
	1500CH	VOR 200CH	2+ HCVR	ADF	DME	KNAV	FRT DIR	RADAR	FLIGHT COMPUTR	MU NAV/EQ
EST. VIRGINIA	437	461	770	711	415	231	5	84	107	33
* STANDARD ERROR	10	10	C	C	0	0	0	0	0	0
ESTIMATED & UF STATE	41.5	45.7	73.1	67.5	39.4	22.0	0.5	8.1	10.2	3.2
WISCONSIN	2087	2239	2652	2440	1335	377	42	310	216	76
* STANDARD ERROR	40	43	B	B	5	0	0	0	0	0
ESTIMATED & UF STATE	40.2	43.1	51.6	47.0	25.7	7.3	0.8	6.0	4.2	1.5
WYOMING	426	604	601	642	465	135	4	87	74	23
* STANDARD ERROR	10	10	C	C	0	0	0	0	0	0
ESTIMATED & UF STATE	36.0	51.1	50.8	54.3	39.3	11.4	0.4	7.4	6.1	1.6
PUEBLO KICO	46	101	97	131	52	19	0	6	5	0
* STANDARD ERROR	10	10	D	D	0	0	0	0	0	0
ESTIMATED & UF STATE	28.0	61.2	58.9	79.3	31.9	11.7	0.0	3.8	3.1	0.6
OTHER U.S. TERRITORIES	22	32	32	54	3	0	0	0	0	0
* STANDARD ERROR	10	10	D	D	0	0	0	0	0	0
ESTIMATED & UF STATE	36.4	52.3	52.4	88.3	15.8	0.0	0.0	0.0	0.0	0.2
FOREIGN	134	648	560	682	317	93	142	219	235	74
* STANDARD ERROR	10	10	C	C	0	0	0	0	0	0
ESTIMATED & UF STATE	15.0	74.6	64.5	78.5	36.5	10.8	16.4	25.2	27.1	8.6
TOTAL	90019	121472	130428	127477	74822	26658	4013	21810	17416	3324
* STANDARD ERROR	A	A	A	A	A	A	A	A	A	A
ESTIMATED & UF PUF	34.9	47.1	50.6	49.5	29.0	10.4	1.6	8.5	6.8	2.1

NOTE: COLUMN SUMMATIONS MAY DIFFER FROM PRINTED TOTALS DUE TO ESTIMATION PROCEDURES.

	STANDARD ERROR	CODE
GREATER THAN OR EQUAL TO	-----	-----
-----	-----	-----
0	10	A
10	20	B
20	30	C
30	40	D

TABLE 2-14 GENERAL AVIATION AVIONICS EQUIPMENT BY REGION OF BASED AIRCRAFT - CY 1981
(1 OF 4)

GENERAL AVIATION AVIONICS EQUIPMENT
BY
REGION OF
AIRCRAFT BASE
1981

REGION	VHF COMMUNICATIONS				TRANSPOUNDER EQUIPMENT				ILS RECEIVING EQUIPMENT			
	360 CH	720 CH	2+ SYS	NO COMM	4096 CODE	ALT ENC	NO TRANS	LOC	METER BEC	GLIDE SLOPE	MLS	NO ILS
ALASKA ESTIMATED POPULATION + STANDARD ERROR ESTIMATED % OF REGION	4765	2628	1990	726	2192	215	5617	2265	1542	1388	0	5529
	A	B	B	C	B	D	A	B	B	B	A	A
	61.2	33.8	25.6	9.3	26.2	2.8	72.2	29.1	20.3	17.8	0.0	71.1
CENTRAL ESTIMATED POPULATION + STANDARD ERROR ESTIMATED % OF REGION	7522	6367	7640	3402	9780	3399	0452	8113	7828	6779	0	7636
	A	A	A	B	A	A	A	A	A	A	A	A
	45.9	38.8	46.5	20.7	59.6	20.7	39.3	49.4	47.7	41.3	0.0	46.5
EASTERN ESTIMATED POPULATION + STANDARD ERROR ESTIMATED % OF REGION	12647	11391	14617	4597	17102	9439	9719	15744	14531	12367	230	10351
	A	A	A	A	A	A	A	A	A	A	D	A
	46.9	42.3	54.2	17.1	63.5	36.0	36.1	58.4	53.9	45.9	0.9	36.4
EUROPEAN OFFICE ESTIMATED POPULATION + STANDARD ERROR ESTIMATED % OF REGION	14	246	222	46	255	220	54	258	255	220	27	51
	D	C	C	D	C	C	D	C	C	C	D	D
	4.8	80.1	72.4	15.8	83.0	71.5	17.6	83.9	83.0	71.5	9.0	16.7
GREAT LAKES ESTIMATED POPULATION + STANDARD ERROR ESTIMATED % OF REGION	24412	16219	22995	9034	28447	11081	20002	24454	22035	17798	185	22918
	A	A	A	A	A	A	A	A	A	A	D	A
	50.4	37.6	47.4	18.6	58.7	22.9	41.3	50.5	45.5	36.7	0.4	47.3
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TABLE 2-14 GENERAL AVIATION AVIONICS EQUIPMENT BY REGION OF BASED AIRCRAFT - CY 1981
(2 OF 4)

REGION	VHF COMMUNICATIONS				TRANSPOUNDER EQUIPMENT				ILS RECEIVING EQUIPMENT			
	360 CH	720 CH	2+ SRS	NO COMM	4096 CODE	ALT ENC	NO TRANS	LUC	MICR DEC	SLIDE SLICE	MLS	NO ILS
NEW ENGLAND												
ESTIMATED POPULATION	4404	3172	3789	1340	5347	2274	3009	4331	3898	3769	11	4042
* STANDARD ERROR	8	8	8	6	6	6	6	6	6	6	D	B
ESTIMATED % OF REGION	52.1	37.5	44.8	15.7	63.2	26.9	35.6	51.2	46.1	43.9	0.1	47.6
NORTHWEST MT.												
ESTIMATED POPULATION	12346	12817	13291	4510	18040	7531	10223	14573	13345	11565	139	14823
* STANDARD ERROR	A	A	A	A	A	A	A	A	A	A	0	A
ESTIMATED % OF REGION	44.0	45.7	47.3	16.1	64.3	26.8	36.4	51.9	47.5	41.3	0.5	45.7
SOUTHEAST												
ESTIMATED POPULATION	17592	16402	20858	6421	26313	12671	12106	21982	20092	17897	167	15670
* STANDARD ERROR	A	A	A	A	A	A	A	A	A	A	0	A
ESTIMATED % OF REGION	45.5	42.4	53.9	16.6	68.0	32.8	31.3	56.8	52.0	46.3	0.4	40.5
SOUTHWEST												
ESTIMATED POPULATION	13895	18626	19570	7312	25861	13631	12039	20890	19531	17947	62	16471
* STANDARD ERROR	A	A	A	A	A	A	A	A	A	A	0	A
ESTIMATED % OF REGION	36.8	49.3	51.6	19.4	68.4	36.1	31.9	55.3	51.7	47.5	0.2	43.6
WESTERN-PACIFIC												
ESTIMATED POPULATION	20567	20000	22371	6472	30225	15232	14850	24439	22155	20095	139	23098
* STANDARD ERROR	A	A	A	A	A	A	A	A	A	A	0	A
ESTIMATED % OF REGION	46.0	44.7	50.0	14.5	67.6	34.1	33.2	54.6	49.5	44.9	0.3	44.9
TOTAL												
ESTIMATED POPULATION	115677	108854	125113	47355	159709	76396	97929	134402	123108	108919	979	116301
* STANDARD ERROR	A	A	A	A	A	A	A	A	A	A	B	A
ESTIMATED % OF PUP	44.9	42.2	48.6	18.4	62.0	29.6	38.0	52.2	47.8	42.3	0.4	45.9

NOTE: COLUMN SUMMATIONS MAY DIFFER FROM PRINTED TOTALS DUE TO ESTIMATION PROCEDURES.

*	STANDARD ERROR	*	CODE	*
GREATER THAN	LESS THAN OR EQUAL TO	-----	-----	-----
0 %	10 %	20 %	30 %	40 %
10 %	20 %	30 %	40 %	50 %
20 %	30 %	40 %	50 %	60 %
30 %	40 %	50 %	60 %	70 %

TABLE 2-14 GENERAL AVIATION AVIONICS EQUIPMENT BY REGION OF BASED AIRCRAFT - CY 1981
(3 OF 4)

REGION	NAVIGATION EQUIPMENT										NU NAV_EQ
	VOR 100CH	VOR 200CH	LOC RCVR	ADF	DME	RNAV	LNAV	FLIR	RADAR	FLTMGT COMPTK	
ALASKAN											
ESTIMATED POPULATION	3401	2651	1587	3665	560	130	11	136	202	3	1605
* STANDARD ERROR	^b	^b	^b	^b	^c	^d	^d	^d	^d	^b	^b
ESTIMATED * OF REGION	43.7	34.1	20.4	49.7	7.2	1.8	0.1	1.6	2.6	0.6	20.6
CENTRAL											
ESTIMATED POPULATION	6356	6976	7554	7899	4259	1421	183	660	738	211	3440
* STANDARD ERROR	^a	^a	^a	^a	^b	^b	^b	^c	^c	^b	^b
ESTIMATED * OF REGION	38.7	42.5	48.4	48.1	25.9	8.7	1.1	5.2	4.5	1.3	21.0
EASTERN											
ESTIMATED POPULATION	10289	12878	15392	13651	8604	2676	586	2164	1765	604	5078
* STANDARD ERROR	^a	^a	^a	^a	^a	^b	^c	^b	^b	^c	^a
ESTIMATED * OF REGION	38.2	47.8	57.1	50.7	31.9	9.9	2.2	8.0	6.6	2.2	18.8
EUROPEAN OFFICE											
ESTIMATED POPULATION	6	253	221	259	220	37	11d	145	153	76	56
* STANDARD ERROR	^d	^c	^c	^c	^c	^d	^d	^d	^c	^d	^d
ESTIMATED * OF REGION	2.0	82.4	71.9	84.4	71.5	12.4	38.5	47.3	49.9	22.9	16.3
GREAT LAKES											
ESTIMATED POPULATION	19731	21179	24086	22503	12227	4442	516	3272	2398	540	10065
* STANDARD ERROR	^a	^a	^a	^a	^a	^b	^c	^b	^b	^c	^a
ESTIMATED * OF REGION	40.7	43.7	49.7	46.4	25.2	9.2	1.1	6.8	4.9	1.1	20.8
NEW ENGLAND											
ESTIMATED POPULATION	3498	3725	4220	4006	1970	504	42	314	466	61	1636
* STANDARD ERROR	^b	^b	^b	^b	^b	^c	^d	^d	^c	^b	^b
ESTIMATED * OF REGION	41.4	44.1	49.9	47.4	23.3	6.0	0.5	3.7	5.5	0.7	19.3

STANDARD ERROR		CODE
GREATER THAN	LESS THAN	OK
0 %	10 %	A
10 %	20 %	B
20 %	30 %	C
30 %	40 %	D

TABLE 2-14 GENERAL AVIATION AVIONICS EQUIPMENT BY REGION, OF BASED AIRCRAFT - CY 1981
(4 UFs)

REGION	NAVIGATION EQUIPMENT								FLIGHT COMPUTER	FLIGHT ALT	RADAR ALT	NU NAVEJ
	VOR 100CH	VOR 200CH	2+ RCVR	ADF	DME	RNAV	LKNV	FRT DIK				
NORTHWEST MT.												
ESTIMATED POPULATION	9653	14107	13948	13954	7628	2129	302	1979	1219	126	5740	A
± STANDARD ERROR	A	A	A	A	A	A	A	A	B	B	B	A
ESTIMATED % OF REGION	34.4	50.2	49.7	49.8	27.2	7.6	1.1	7.1	4.3	0.3	20.4	
SOUTHEAST												
ESTIMATED POPULATION	12963	19326	21797	21283	12291	4715	395	3405	3025	387	7243	A
± STANDARD ERROR	A	A	A	A	A	A	C	A	B	D	D	A
ESTIMATED % OF REGION	33.5	50.0	56.4	55.0	31.8	12.2	1.0	6.8	7.8	1.0	18.7	
SOUTHWEST												
ESTIMATED POPULATION	11127	19798	20456	21119	13378	5407	945	4773	3088	692	7929	C
± STANDARD ERROR	A	A	A	A	A	A	B	A	A	C	C	A
ESTIMATED % OF REGION	29.4	52.4	54.1	55.9	35.4	14.3	2.0	12.6	8.2	1.6	21.3	
MID-TROPICAL												
ESTIMATED POPULATION	15201	22987	23228	20407	12095	3861	293	2950	2334	342	8619	A
± STANDARD ERROR	A	A	A	A	A	B	C	B	B	D	D	A
ESTIMATED % OF REGION	34.0	51.4	51.9	49.6	27.0	8.6	0.7	6.6	5.2	0.8	19.3	
TOTAL												
ESTIMATED POPULATION	90019	121472	130428	127477	74822	26858	4013	21810	17416	3324	55834	A
± STANDARD ERROR	A	A	A	A	A	A	A	A	A	A	A	A
ESTIMATED % OF PUR	34.9	47.1	50.6	49.5	29.0	10.4	1.6	6.5	6.8	1.3	21.7	

NOTE: COLUMN SUMMATIONS MAY DIFFER FROM PRINTED TOTALS DUE TO ESTIMATION PROCEDURES.

	STANDARD ERROR	CODE	
	GREATER THAN	LESS THAN	
	OR EQUAL TO		
	0 %	10 %	A
	10 %	20 %	B
	20 %	30 %	C
	30 %	40 %	D

TABLE 2-15 GENERAL AVIATION AVOIDS EQUIPMENT BY PRIMARY USE - CY 1981 (1 OF 6)

**GENERAL AVIATION AERONAUTICS EQUIPMENT
BY
PRIMARY USE
1981**

PRIMARY USE	TRANSPONDER EQUIPMENT										ILS RECEIVING EQUIPMENT			
	360 Cn	720 Ch	2+ SYS	NO COMM	4096 CODE	ALT ENC	NO TRANS	LOC	MKR REC	GLIDE SLOPE	MLS	NO ILS		
EXECUTIVE ESTIMATED POPULATION	5476	14196	14673	621	17416	14058	1692	15603	15553	14940	258	2916	C	b
³ STANDARD ERROR	A	A	A	C	A	A	B	A	A	A	0	0	0	0
ESTIMATED % OF USE	29.5	76.4	79.0	3.3	93.7	75.7	9.1	85.1	83.7	80.4	1.4	15.7		
BUSINESS ESTIMATED POPULATION	21148	30680	37374	1249	44369	27851	4378	39040	38578	35613	322	8730	A	A
³ STANDARD ERROR	A	A	A	B	A	A	B	A	A	A	0	0	0	0
ESTIMATED % OF USE	44.3	64.3	78.3	2.6	93.0	58.4	9.2	81.8	80.4	74.6	0.7	16.3		
PERSONAL ESTIMATED POPULATION	59461	32752	46165	12557	57015	16657	41238	45644	41185	34462	261	49740	A	A
³ STANDARD ERROR	A	A	A	A	A	A	A	A	A	A	0	0	0	0
ESTIMATED % OF USE	62.3	34.3	48.3	13.1	59.7	17.4	43.2	47.8	43.1	34.0	0.3	52.1		
INSTRUCTIONAL ESTIMATED POPULATION	7005	8423	5629	726	10735	2597	4532	8209	5408	5182	4	6837	A	A
³ STANDARD ERROR	A	A	A	C	A	B	B	A	A	A	0	0	0	0
ESTIMATED % OF USE	46.8	56.2	37.5	4.8	71.6	17.3	30.0	54.8	36.1	34.6	0.0	45.6		
AERIAL APPLICATION ESTIMATED POPULATION	1384	812	671	6137	799	193	7417	581	476	547	8	7635	A	A
³ STANDARD ERROR	B	C	C	A	C	D	A	C	C	C	0	0	0	0
ESTIMATED % OF USE	17.4	10.2	8.4	76.9	10.0	2.4	93.0	7.3	6.0	6.9	0.1	95.7		
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TABLE 2-15 GENERAL AVIATION AVIONICS EQUIPMENT BY PRIMARY USE - CY 1981 (2 OF 6)

PRIMARY USE	VHF COMMUNICATIONS				TRANSPONDER EQUIPMENT				ILS RECEIVING EQUIPMENT			
	360 CH	720 CH	2+ SYS	NO COMM	4096 CODE	ALT ENC	NO TRANS	LUC	MAKE REC	CLIDE REC	MLS	NO ILS
AERIAL OBSERVATION												
ESTIMATED POPULATION	1687	1351	1482	521	2178	1150	1360	1509	1140	1067	0	2019
& STANDARD ERROR	^b	^b	^b	^c	^b	^c	^b	^b	^c	^c	^a	^b
ESTIMATED % OF USE	49.9	39.9	43.8	15.4	64.4	34.0	40.8	44.6	33.7	32.1	0.3	59.7
OTHER WORK USE												
ESTIMATED POPULATION	838	196	185	550	557	35	1028	133	31	32	2	1452
& STANDARD ERROR	^c	^d	^d	^c	^c	^d	^b	^d	^d	^d	^a	^b
ESTIMATED % OF USE	56.2	13.2	12.4	37.0	37.4	2.4	69.0	6.9	2.1	2.2	0.0	97.4
COMMUTER AIR CARRIER												
ESTIMATED POPULATION	119	1001	887	0	1065	815	21	1048	1024	1032	0	39
& STANDARD ERROR	^d	^b	^b	^a	^a	^b	^d	^b	^b	^b	^a	^d
ESTIMATED % OF USE	11.7	97.9	86.7	0.0	104.1	79.7	2.1	102.5	100.1	100.9	0.0	3.6
AIR TAXI												
ESTIMATED POPULATION	1665	6024	5575	91	6620	5130	888	6127	5867	5841	1	1318
& STANDARD ERROR	^b	^a	^a	^b	^d	^a	^c	^a	^a	^a	^b	^b
ESTIMATED % OF USE	23.0	83.4	77.2	1.3	91.6	71.0	12.3	84.8	81.2	80.8	0.3	18.2
OTHER												
ESTIMATED POPULATION	1258	2783	1973	1004	3137	1875	1620	2731	2359	2309	63	2173
& STANDARD ERROR	^b	^b	^b	^b	^b	^b	^b	^b	^b	^b	^d	^b
ESTIMATED % OF USE	26.5	58.7	41.6	21.2	66.2	39.6	38.4	57.6	49.8	48.7	1.3	45.9
KENTAL												
ESTIMATED POPULATION	3443	7169	5740	447	9497	4116	1250	7369	6499	6296	3	3292
& STANDARD ERROR	^b	^a	^a	^c	^a	^b	^b	^a	^a	^a	^a	^b
ESTIMATED % OF USE	32.5	67.7	54.2	4.2	89.7	36.9	11.8	69.6	61.4	59.5	0.3	31.1
INACTIVE												
ESTIMATED POPULATION	12512	3436	4740	23194	6536	2070	32070	6205	5090	5646	70	32042
& STANDARD ERROR	^a	^a	^a	^a	^a	^a	^a	^a	^a	^a	^a	^a
ESTIMATED % OF USE	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

* STANDARD ERROR
 ** GREATER THAN OR EQUAL TO
 *** LESS THAN
 **** CODE

TABLE 2-15 GENERAL AVIATION AVIONICS EQUIPMENT BY PRIMARY USE - CY 1981 (3 OF 6)

PRIMARY USE	VHF COMMUNICATIONS				TRANSPONDER EQUIPMENT				ILS RECEIVING EQUIPMENT			
	360 CH	720 CH	2+ SYS	NO COMM	4096 CODE	ALT ENC	NO TRANS	LOC	MAKE DEC	GLIDE SLOPE	MLS	NO ILS
TOTAL												
ESTIMATED POPULATION	115677	108654	125113	47355	159709	76396	97929	134402	123108	108919	979	118301
* STANDARD ERROR	A	A	A	A	A	A	A	A	A	A	b	A
ESTIMATED % OF PUP	44.9	42.2	48.6	18.4	62.0	29.6	38.0	52.2	47.8	42.3	0.4	45.9

NOTE: COLUMN SUMMATIONS MAY DIFFER FROM PRINTED TOTALS DUE TO ESTIMATION PROCEDURES.

STANDARD ERROR	CODE
GREATER THAN	LESS THAN
-----	-----
0 %	10 %
10 %	20 %
20 %	30 %
30 %	0 %

TABLE 2-15 GENERAL AVIATION AVIONICS EQUIPMENT BY PRIMARY USE - CY 1981 (4 OF 6)

PRIMARY USE		NAVIGATION EQUIPMENT						FLIGHT COMPUTK		NO SAVED	
		VOK 100CH	VOK 200CH	2+ RCVR	AUF	DME	RNAV	FLT DIR	RAVAR	ALT	
EXECUTIVE											
ESTIMATED POPULATION	4806	13967	15483	16299	14223	7925	1920	8125	7745	1185	814
* STANDARD ERROR	A	A	A	A	A	A	A	A	A	B	C
ESTIMATED * OF USE	25.9	75.2	83.3	87.7	76.5	42.7	10.3	43.7	41.7	6.4	4.4
BUSINESS											
ESTIMATED POPULATION	17271	43627	39530	39625	29395	10527	674	8125	5463	1208	1200
* STANDARD ERROR	A	A	A	A	A	A	A	A	A	b	b
ESTIMATED * OF USE	36.2	70.5	82.8	83.0	61.6	22.1	1.8	17.0	11.5	2.5	2.5
PERSONAL											
ESTIMATED POPULATION	45034	41973	47842	41521	16568	3480	391	1528	1219	452	16363
* STANDARD ERROR	A	A	A	A	A	A	A	A	A	0	0
ESTIMATED * OF USE	47.2	43.9	50.1	43.5	17.3	3.6	0.4	1.6	1.3	0.5	17.1
INSTRUCTIONAL											
ESTIMATED POPULATION	6068	8669	5435	5840	1911	840	37	306	181	4	951
* STANDARD ERROR	A	A	A	A	A	A	A	A	A	0	b
ESTIMATED * OF USE	40.5	57.8	36.3	39.0	12.7	5.6	0.2	2.0	1.2	0.0	6.3
AERIAL APPLICATION											
ESTIMATED POPULATION	527	757	669	744	305	48	8	70	42	8	6928
* STANDARD ERROR	C	C	C	C	C	C	C	C	C	0	0
ESTIMATED * OF USE	6.6	9.5	8.4	9.3	3.8	0.6	0.1	3.9	0.5	0.1	86.9
AERIAL OBSERVATION											
ESTIMATED POPULATION	1163	1206	1279	1670	640	226	124	373	236	88	966
* STANDARD ERROR	C	B	B	B	C	C	C	D	D	0	0
ESTIMATED * OF USE	35.0	35.7	37.8	49.4	18.9	6.7	3.7	11.0	7.0	2.6	28.6

STANDARD ERROR	CODE
GREATER THAN	LESS THAN
-----	-----
0 %	10 %
10 %	20 %
20 %	30 %
30 %	D

TABLE 2-15 GENERAL AVIATION AVIONICS EQUIPMENT BY PRIMARY USE - CY 1981 (5 OF 6)

PRIMARY USE	NAVIGATION EQUIPMENT										NO NAME
	VOR 100CH	VOR 200CH	2+ NCVR	ADF	DME	RNAV	FLT DIR	RADAR	FLTACT ALT	COMPTR	
OTHER AIRCRAFT USE											
ESTIMATED POPULATION	414	172	131	162	34	0	12	16	21	0	953
* STANDARD ERROR	^a 0	^b 0	^c 0	^d 0	^e A	^f 0	^g 0	^h 0	ⁱ 0	^j A	^k b
ESTIMATED % OF USE	27.8	11.6	8.8	10.9	2.3	0.0	0.8	1.1	1.5	0.0	64.0
COMMUTER AIR CARRIER											
ESTIMATED POPULATION	144	928	945	885	690	155	4	180	180	5	23
* STANDARD ERROR	^a 0	^b 0	^c 0	^d 0	^e B	^f D	^g 0	^h 0	ⁱ 0	^j D	^k b
ESTIMATED % OF USE	14.1	90.7	92.4	86.6	67.5	15.2	0.4	17.7	17.7	0.5	2.3
AIR TAXI											
ESTIMATED POPULATION	1638	5591	5612	6718	4759	1941	228	1659	1051	210	427
* STANDARD ERROR	^a 0	^b 0	^c 0	^d 0	^e A	^f B	^g 0	^h 0	ⁱ 0	^j D	^k c
ESTIMATED % OF USE	22.7	77.4	77.7	93.0	65.9	26.9	3.2	23.0	14.5	2.9	5.9
Other											
ESTIMATED POPULATION	864	2674	2030	2599	1653	556	152	739	681	49	1452
* STANDARD ERROR	^a 0	^b 0	^c 0	^d 0	^e B	^f C	^g 0	^h 0	ⁱ 0	^j D	^k b
ESTIMATED % OF USE	18.2	56.4	42.8	54.8	34.9	11.7	3.2	15.6	14.4	1.0	30.6
MENTAL											
ESTIMATED POPULATION	2892	7344	6418	6337	2776	781	62	331	254	39	612
* STANDARD ERROR	^a 0	^b 0	^c 0	^d 0	^e A	^f B	^g 0	^h 0	ⁱ 0	^j D	^k c
ESTIMATED % OF USE	27.3	69.4	60.6	59.9	26.4	7.4	0.6	3.1	2.4	0.4	5.8
INACTIVE											
ESTIMATED POPULATION	9563	4577	5111	5243	2031	574	223	497	424	100	24871
* STANDARD ERROR	^a 0	^b 0	^c 0	^d 0	^e A	^f B	^g 0	^h 0	ⁱ 0	^j D	^k a
ESTIMATED % OF USE	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

STANDARD ERROR		CODE	
GREATER THAN		LESS THAN OR EQUAL TO	
0 %		10 %	
%	0 %	%	A
%	10 %	%	B
%	20 %	%	C
%	30 %	%	D

TABLE 2-15 GENERAL AVIATION AVIONICS EQUIPMENT BY PRIMARY USE - CY 1981 (6 OF 6)

PRIMARY USE	NAVIGATION EQUIPMENT										
	VOR 100CH	VOR 200CH	2+ RCVR	ADF	DME	RNAV	LNAV	FLT DIR	KADAK ALT	FLTAGT COMTRK	NO NAVEQ
TOTAL											
ESTIMATED POPULATION	90019	121472	130428	127477	74822	26858	4013	21810	17410	3324	55833
STANDARD ERROR	A	A	A	A	A	A	A	A	A	A	A
ESTIMATED % OF POP	34.9	47.1	50.6	49.5	29.0	10.4	1.6	8.5	6.8	1.3	21.7

NOTE: COLUMN SUMMATIONS MAY DIFFER FROM PRINTED TOTALS DUE TO ESTIMATION PROCEDURES.

STANDARD ERROR	CODE
GREATER THAN OR EQUAL TO	---
0 %	A
10 %	B
20 %	C
30 %	D

TABLE 2-16 GENERAL AVIATION LIFETIME AIRFRAME HOURS BY AIRCRAFT MANUFACTURER/MODEL
CY 1981 (1 OF 13)

MANUFACTURER / MODEL	HOURS ESTIMATE (IN THOUSANDS)	STANDARD ERROR (IN THOUSANDS)	PERCENT STANDARD ERROR
OTHER 01	4869.0	666.4	13.8
OTHER 02	1780.3	257.4	14.5
OTHER 03	1188.4	276.5	23.3
OTHER 04	1306.9	286.9	21.9
OTHER 05	805.2	79.2	9.8
OTHER 06	1222.4	61.5	5.0
OTHER 07	918.7	226.3	24.6
OTHER 08	554.5	188.5	34.0
OTHER 09	507.8	100.2	31.6
OTHER 10	901.2	142.8	15.8
OTHER 11	874.6	338.2	38.7
OTHER 12	556.0	115.9	20.5
OTHER 13	463.1	90.8	18.8
ADAMS A50S	7.6	2.0	26.8
AEROSPASJ2	15.6	3.5	22.6
AEROSPAS355	1.2	2.5	213.4
AEROSPAS4316	428.1	44.8	10.5
AEROSPAS4341	110.7	17.4	15.8
AGUSTA205	260.6	19.7	7.5
AGUSTAA109	15.5	3.5	22.5
AIRPTSA	695.8	89.4	12.8
AIRSPC18	8.4	2.4	28.4
AIRTRCAT300	326.2	43.9	13.5
AMO FALC10	359.2	59.8	16.6

NOTE: SEE FOLLOWING PAGE FOR CODING.

NOTE: OTHER XX REFERS TO ALL GENERAL AVIATION AIRCRAFT BELONGING
TO MANUFACTURER/MODEL GROUPS OF FEWER THAN 20 AIRCRAFT IN
SIZE FOR AIRCRAFT XX WHERE XX STANDS FOR

- 01 FIXED WING PISTON, 1 ENGINE, 1-3 SEATS.
- 02 FIXED WING PISTON, 1 ENGINE, 4+ SEATS.
- 03 FIXED WING PISTON, 2 ENGINE, 1-6 SEATS.
- 04 FIXED WING PISTON, 2 ENGINE, 7+ SEATS.
- 05 FIXED WING PISTON, OTHER.
- 06 FIXED WING TURBOPROP, 2 ENGINES, 1-12 SEATS.
- 07 FIXED WING TURBOPROP, 2 ENGINES, 13+ SEATS.
- 08 FIXED WING TURBOPROP, OTHER.
- 09 FIXED WING TURBOJET, 2 ENGINES.
- 10 FIXED WING TURBOJET, OTHER.
- 11 ROTORCRAFT, PISTON.
- 12 ROTORCRAFT, TURBINE.
- 13 OTHER AIRCRAFT.

TABLE 2-16 GENERAL AVIATION LIFETIME AIRFRAME HOURS BY AIRCRAFT MANUFACTURER/MODEL
CY 1981 (2 OF 13)

MANUFACTURER / MODEL	HOURS ESTIMATE (IN THOUSANDS)	CONTINUED		PERCENT STANDARD ERROR
		STANDARD ERROR (IN THOUSANDS)		
AMM FALC20	908.7	158.7		17.5
AMM FALC50	26.8	5.9		21.9
AMTR TMK	93.3	18.2		19.5
ARCTICSLA	340.3	145.9		42.9
ARCTICSIB1	40.6	7.9		19.4
ARURCA13	484.9	143.6		29.6
ARURCA65	314.0	38.5		12.2
ARURCAC3	85.7	7.1		8.2
AKUNGAC18	321.8	57.2		17.8
AVIAIRPALCUM	3.0	0.3		8.5
AVIAIRSATHEK	2.4	0.4		16.0
AYRES SZ	2067.6	225.5		10.9
BAC 111	402.2	43.9		10.9
BAG B200	95.6	11.1		11.7
BAG Un125	76.4	13.3		17.4
BALWKSFLKFY	159.4	26.7		16.7
BEECH 100	694.9	142.4		20.5
BEECH 17	396.0	55.2		13.9
BEECH 18	8434.7	658.3		7.8
BEECH 200	620.9	96.3		15.5
BEECH 23	4782.4	371.1		7.8
BEECH 33	3760.1	277.7		7.3
BEECH 35	21029.7	1492.8		7.1
BEECH 36	1501.5	197.0		13.1
BEECH 45	1235.5	133.2		10.8

TABLE 2-16 GENERAL AVIATION LIFETIME AIRFRAME HOURS BY AIRCRAFT MANUFACTURER/MODEL
CY 1981 (3 OF 13)

MANUFACTURER / MODEL	HOURS ESTIMATE (IN THOUSANDS)	STANDARD ERROR (IN THOUSANDS)	PERCENT STANDARD ERROR	
			CONTINUED	
BEACH 50	1999.7	531.6	26.6	
BEACH 55	4195.3	441.1	10.5	
BEACH 56	100.6	12.1	12.1	
BEACH 58	1673.9	202.9	12.1	
BEACH 60	500.3	110.9	22.2	
BEACH 65	670.6	74.3	11.1	
BEACH 76	163.7	29.9	18.3	
BEACH 77	151.3	31.8	21.3	
BEACH 86	1296.1	212.3	16.4	
BEACH 90	3790.8	620.8	16.4	
BEACH 95	1623.0	155.9	9.6	
BECH 99	898.9	153.5	17.1	
BELL 204	859.0	193.0	22.5	
BELL 206	6506.9	1138.3	17.5	
BELL 212	154.0	81.3	52.8	
BELL 222	13.8	4.3	30.8	
BELL 412	6.5	0.0	0.0	
BELL 47	8614.6	1160.0	13.5	
BLANCA11	1578.9	99.0	6.3	
BLANCA13	713.5	225.0	31.5	
BLANCA19	588.4	67.3	11.4	
BLANCA17	1096.3	98.5	9.0	
BLANCA7	12446.7	857.7	6.9	
BLANCA8	388.5	55.2	14.2	
BRUKM BR2	588.7	58.7	10.0	

TABLE 2-16 GENERAL AVIATION LIFETIME AIRFRAME HOURS BY AIRCRAFT MANUFACTURER/MODEL
CY 1981 (4 OF 13)

MANUFACTURER / MODEL	MOURS ESTIMATE [IN THOUSANDS]	CONTINUED		PERCENT STANDARD ERROR
		STANDARD ERROR [IN THOUSANDS]		
BOEING707	2397.7	128.2		5.3
BOEING720	634.5	128.2		20.2
BOEING727	1762.6	107.9		6.1
BOEING737	267.0	125.6		47.1
BOEING75	6832.0	1050.3		15.4
BOLKMS105	240.2	53.1		22.1
BRAHMOB125	587.1	84.9		14.5
BRASOV1S26	19.6	4.1		20.9
BRISTRFLEET12	61.3	4.7		7.7
BRISTRFLEET17	111.0	23.9		21.5
BUKEK 131	40.6	3.8		9.2
CANADAMODEL0	16.8	10.7		63.5
CESNA120	2246.4	206.7		9.2
CESNA140	6333.9	498.6		7.9
CESNA150	49951.5	2034.7		4.1
CESNA170	6305.3	336.7		5.3
CESNA172	50657.6	2758.2		5.4
CESNA175	2739.1	201.6		7.4
CESNA177	4966.0	718.0		14.5
CESNA180	7748.9	705.3		9.9
CESNA182	24257.2	2276.7		9.4
CESNA185	2470.8	462.6		18.7
CESNA186	3517.9	788.9		22.4
CESNA190	208.6	20.2		9.7
CESNA195	1361.6	78.7		5.8

TABLE 2-16 GENERAL AVIATION LIFETIME AIRFRAME HOURS BY AIRCRAFT MANUFACTURER/MODEL
CY 1981 (5 OF 15)

MANUFACTURER / MODEL	HOURS ESTIMATE (IN THOUSANDS)	STANDARD ERROR (IN THOUSANDS)	PERCENT STANDARD ERROR
			CONTINUED
CESNA206	4183.9	409.8	9.8
CESNA207	849.3	316.1	37.2
CESNA210	8925.2	651.8	7.3
CESNA305	1310.7	164.0	12.5
CESNA310	9609.7	605.7	6.3
CESNA320	1044.2	144.8	13.9
CESNA335	24.3	4.0	16.2
CESNA356	254.6	44.2	17.3
CESNA377	1930.5	179.3	9.3
CESNA340	901.9	136.6	15.1
CESNA401	959.6	98.5	10.3
CESNA402	2319.3	548.4	23.6
CESNA404	248.6	62.0	24.9
CESNA411	756.6	79.8	10.5
CESNA414	785.6	165.6	21.1
CESNA421	2154.3	226.9	10.6
CESNA425	13.3	3.2	44.1
CESNA441	113.7	23.0	40.2
CESNA500	642.5	112.2	17.5
CESNA550	229.8	45.7	19.9
CESNAU94	89.5	4.9	5.5
CHILU S2	52.5	12.4	23.6
COMITH165	244.2	76.8	31.4
CONAERLA4	365.8	61.1	16.7
CURTISC46	1082.9	189.0	17.5

TABLE 2-16 GENERAL AVIATION LIFETIME AIRFRAME HOURS BY AIRCRAFT MANUFACTURER/MODEL
CY 1981 (6 OF 13)

MANUFACTURER / MODEL	HOURS ESTIMATE (IN THOUSANDS)	CONTINUED		STANDARD ERROR (IN THOUSANDS)	PERCENT STANDARD ERROR
CURTISJN	29.6		4.6	15.6	
CURTISJN	62.0		25.3	40.8	
CURTISJN	657.3		137.9	21.0	
CVAC 22	488.1		45.6	9.3	
CVAC 240	569.1		177.3	30.1	
CVAC 340	491.4		95.3	19.4	
CVAC 6113	275.2		25.3	9.2	
CVAC L13	31.7		8.7	27.4	
CVAC STC580	268.1		111.2	41.5	
DAIRY 6	24.8		1.1	4.3	
DHAV DHC1	324.6		41.1	12.7	
DHAV DHC2	2109.9		216.9	10.3	
DHAV DRCo	1696.3		380.0	22.4	
DHAV DHC2	268.2		30.6	11.4	
DOUG A26	243.8		24.9	10.2	
DOUG DC3	8885.2		3161.4	35.6	
DOUG DC4	1607.1		265.9	16.5	
DOUG DC6	4329.4		908.6	21.0	
DOUG DC7	848.1		90.1	10.6	
DOUG DC8	2200.8		64.7	2.9	
DOUG DC9	545.5		148.6	27.3	
ELKTON20	32.5		7.7	23.9	
EMAIL MAI	37.7		2.9	7.8	
LMB 110	74.2		19.3	26.1	
EMSTKNE28	600.4		162.5	27.1	

TABLE 2-16 GENERAL AVIATION LIFETIME AIRFRAME HOURS BY AIRCRAFT MANUFACTURER/MODEL
CY 1981 (7 OF 13)

CONTINUED

MANUFACTURER / MODEL	HOURS ESTIMATE (IN THOUSANDS)	STANDARD ERROR (IN THOUSANDS)	PERCENT STANDARD ERROR
FLEET 16B	28.7	3.4	11.6
FRCNLD24	500.6	41.9	8.4
FRCNLDCL19	207.4	0.8	0.4
FRCNLDL27	462.0	126.2	27.3
FRCNLDMO2	413.8	58.4	14.1
GENBALAO	6.2	0.7	11.5
GLASFLIESSL	187.6	45.4	24.2
GRUB ASTIK	12.0	1.6	13.5
GULAKS2T1	144.9	76.2	52.6
GRUMANTEM	77.4	3.6	4.7
GRUMAVAAL	348.9	76.7	9.0
GRUMAVAAS	1219.5	109.3	9.0
GRUMAVG164	1064.3	126.5	7.6
GRUMAVG21	574.7	107.4	18.5
GULSTM112	656.2	74.2	11.3
GULSTM500	1470.4	192.4	13.1
GULSTM520	185.7	18.6	10.0
GULSTM600	764.1	92.7	12.1
GULSTM680	1935.9	354.5	18.3
GULSTM80TP	531.4	71.2	13.4
GULSTM90TP	431.5	73.9	17.1
GULSTMAAI	800.9	60.1	7.5
GULSTMAAS	933.9	122.5	13.1
GULSTM115Y	768.6	108.4	14.1
GULSTM115Y	1159.8	88.9	7.7

TABLE 2-16 GENERAL AVIATION LIFETIME AIRFRAME HOURS BY AIRCRAFT MANUFACTURER/MODEL
 CY 1981 (8 OF 13)

MANUFACTURER / MODEL	HOURS ESTIMATE [IN THOUSANDS]	STANDARD ERROR [IN THOUSANDS]	PERCENT STANDARD ERROR	
			COUNTINUED	P
GULSTROM44	412.6	46.4	11.2	
GULSTROM73	222.2	29.9	13.5	
GULSTROM7	39.9	5.2	13.1	
MELIO M250	47.1	5.5	11.7	
MELIO M295	220.5	31.3	14.2	
MELIO M39J	53.8	5.8	10.7	
MELIO M395	56.8	5.9	10.4	
HILLERFH1100	160.4	40.4	25.2	
HILLERFH112	2887.0	433.5	15.0	
HUGHES26Y	2977.5	984.7	33.1	
HUGHES369	1033.3	148.1	14.3	
HUGHESDH104	133.5	35.2	26.4	
HUGHESDH125	154.2	16.0	10.3	
HYNES 62	159.0	7.8	4.9	
ISRAEL1121	489.8	49.1	10.3	
ISRAEL1124	176.0	33.0	18.5	
JBMSTRDGALS	137.1	20.6	15.0	
KUHLUND	583.1	94.9	16.3	
LAIKEN10	23.5	2.8	12.0	
LEAR 23	408.6	43.8	10.7	
LEAR 24	852.5	140.1	16.4	
LEAR 25	778.9	125.3	16.1	
LEAR 35	496.4	54.3	10.9	
LET L13	127.8	13.9	10.9	
LKH2601329	723.9	124.8	17.2	

TABLE 2-16 GENERAL AVIATION LIFETIME AIRFRAME HOURS BY AIRCRAFT MANUFACTURER/MODEL
CY 1981 (9 OF 13)

MANUFACTURER / MODEL	HOURS ESTIMATE L IN THOUSANDS	CONTINUED	
		STANDARD ERROR (IN THOUSANDS)	PERCENT STANDARD ERROR
LKHEDV18	979.8	159.6	16.3
LKHEDPV1	93.2	28.4	30.5
LKHEDT33	241.9	54.5	22.5
LUSCUMB	4696.0	310.3	6.6
MARTIN404	813.7	0.0	0.0
MAULE M4	349.3	38.5	11.3
MAULE M5	507.8	106.7	21.0
MCLISHFUNKB	175.7	18.8	10.7
MEYERSUTW	98.4	15.2	15.5
MNCOUPS0	115.3	27.8	24.1
MNMITE16	142.5	16.3	12.8
MUNIBEM20	10284.4	601.0	5.8
MRCHTIS205	40.9	2.1	5.1
MTSBSIMU2	1031.9	174.6	16.9
MULTEC16	136.8	23.8	17.4
NAMER B25	239.4	32.7	13.7
NAMER F51	212.2	34.4	16.2
NAMER MA260	156.1	10.0	6.4
NAMER T6	2701.1	363.3	13.4
NAVAL N3N	1074.1	108.8	10.1
NAVIONNAVIAUW	1461.3	84.0	5.7
NOKD SV4	58.2	7.8	13.5
URLHELM19	123.0	13.6	11.1
PICANUAAO	41.0	5.2	12.0
PILATSB4	15.4	2.7	17.5

TABLE 2-16 GENERAL AVIATION LIFETIME AIRFRAME HOURS BY AIRCRAFT MANUFACTURER/MODEL
 CY 1981 (10 OF 13)

MANUFACTURER / MODEL	HOURS ESTIMATE [IN THOUSANDS]	STANDARD ERROR [IN THOUSANDS]	PERCENT STANDARD ERROR	
			CONTINUED	
PIPER 60C	150.2	26.2	17.5	
PIPER J2	85.2	5.9	6.9	
PIPER J3	12470.0	961.9	7.7	
PIPER J4	421.3	122.3	29.0	
PIPER J5	751.4	79.7	10.6	
PIPER PA12	2899.4	213.0	7.4	
PIPER PA14	268.1	14.0	5.2	
PIPER PA15	257.1	31.5	12.3	
PIPER PA16	721.1	55.1	7.6	
PIPER PA17	197.7	38.9	19.7	
PIPER PA18	8481.2	1080.8	12.7	
PIPER PA20	948.2	135.8	14.3	
PIPER PA22	12336.3	1253.1	10.2	
PIPER PA23	11143.9	728.5	6.5	
PIPER PA24	8649.8	316.5	3.7	
PIPER PA25	3955.2	361.0	9.1	
PIPER PA28	45454.1	1456.4	3.2	
PIPER PA30	6558.9	2164.0	34.0	
PIPER PA31	4376.9	446.3	10.2	
PIPER PA31T	474.4	101.4	21.4	
PIPER PA32	7280.4	750.0	10.3	
PIPER PA34	2648.6	295.5	11.2	
PIPER PA36	399.9	61.0	15.3	
PIPER PA38	1466.0	167.9	11.5	
PIPER PA42	14.9	3.3	22.4	

TABLE 2-16 GENERAL AVIATION LIFETIME AIRFRAME HOURS BY AIRCRAFT MANUFACTURER/MODEL
CY 1981 (11 OF 13)

MANUFACTURER / MODEL	HOURS ESTIMATE (IN THOUSANDS)	CONTINUED		PERCENT STANDARD ERROR
		STANDARD ERROR IN THOUSANDS	STANDARD ERROR IN THOUSANDS	
PIPER PA44	220.4	28.8	12.7	
PIPER J200	144.7	13.4	9.3	
RANKINOS	146.7	8.0	5.4	
RAVEN K40	24.5	3.8	15.6	
RAVEN S50	20.3	3.8	18.5	
RAVEN S55	84.4	13.5	16.0	
RAVEN S60	5.4	1.6	28.9	
RABELLO 500	56.8	5.8	10.1	
RABELLO 51P	159.0	17.7	11.1	
RABELLO 700	13.1	2.7	20.8	
RABELLA 265	1404.7	220.9	15.7	
ROBINS K2C	55.9	15.1	27.0	
KULSCHLS	19.4	4.3	22.3	
RYAN ST3	427.5	41.1	9.6	
RYAN STA	39.2	9.9	16.8	
SCHLEKASIS	24.7	2.1	8.7	
SCHLEKASIS 19	11.3	1.8	16.1	
SCHLEKASIS 20	10.8	3.2	49.3	
SCHLEKASIS	19.6	4.1	21.2	
SCHLEKASIS	66.9	10.7	16.0	
SCIEKLOS 4	2380.1	347.6	14.6	
SCIEKLOS 1	489.8	76.2	15.6	
SCIEKLOS 2	1039.9	177.7	17.1	
SEMCU CLAWZ	8.2	2.8	34.2	
SEMCU MODELT	5.1	0.6	11.9	

TABLE 2-16 GENERAL AVIATION LIFETIME AIRFRAME HOURS BY AIRCRAFT MANUFACTURER/MODEL
CY 1981 (12 OF 13)

CONTINUED

MANUFACTURER / MODEL	HOURLS ESTIMATE (IN THOUSANDS)	STANDARD ERROR (IN THOUSANDS)	PERCENT STANDARD ERROR
SARSAYSS5	447.0	118.0	26.4
SARSAYSS8	392.0	52.0	13.3
SARSAYSBT	149.8	15.9	10.6
SARSAYST6	71.3	14.0	45.2
SLIMDS100	455.2	61.4	13.5
SMITH 600	404.7	70.0	17.3
SMIAS 350	105.9	9.6	9.1
SMIAS SA318	176.4	23.8	13.5
SOCATA T694	30.5	3.3	10.9
SUCATARALLYC	16.2	2.9	18.1
SPHRTNCIKRUS	86.2	15.6	18.1
SPHRTNIMBUS	16.6	1.6	9.5
STEROSUS	76.6	4.3	5.6
STMSON10	304.4	28.7	9.4
STMSON15	312.2	158.4	50.7
STMSON5	63.0	3.3	5.3
STMSONV77	113.1	16.6	14.7
STOLARC3	256.4	28.6	11.2
SUPAC LA	194.2	65.1	33.5
SUPAC V	24.3	1.7	7.0
SUNGNSA226	506.3	58.3	11.5
SUNGNSA26	499.0	29.5	5.9
TCHARTA	47.7	3.0	6.3
TCKRAFTC	3600.8	258.0	7.2
TCKRAFTF	84.3	4.6	5.4

TABLE 2-16 GENERAL AVIATION LIFETIME AIRFRAME HOURS BY AIRCRAFT MANUFACTURER/MODEL
CY 1981 (13 OF 13)

MANUFACTURE / MODEL	HOURS ESTIMATE IN THOUSANDS	CONTINUED	
		STANDARD ERROR IN THOUSANDS	PERCENT STANDARD ERROR
T CRAFT 6L	432.0	53.6	12.4
TEMCO 11A	40.3	2.9	7.1
THUNDERBIRD 7	7.0	0.8	11.7
THOMPSON AVION	153.8	87.4	11.6
TOMCAT 476ELL	45.1	5.9	13.0
TRYTEKA	40.9	3.7	9.2
UNIVAC GC1	1166.9	99.8	8.6
UNIVAC 108	4149.5	485.5	11.7
UNIVAC 415	4654.8	763.5	15.7
VARGA 2150	101.5	25.7	25.4
VICKER 745	504.9	39.7	7.9
WACO ASO	85.1	19.3	22.7
WACO GTE	35.8	3.0	8.3
WACO K	46.4	4.2	9.1
WACO U	54.2	1.7	3.1
WACO UPF7	351.2	46.8	6.5
WACU YK	103.8	5.9	5.7
WAGNER 65	733.6	16.1	2.2
WHEELER 201	167.8	58.5	35.2
TOTAL AIRCRAFT	57369.	7606.6	13

TABLE 2-17 GENERAL AVIATION MEAN HOURS AND ACTIVE ENGINES BY ENGINE MANUFACTURER/MODEL GROUP - CY 1981 (1 OF 3)

ENGINE MANUFACTURER/ MODEL GROUP	ESTIMATE OF ACTIVE POPULATION	PERCENT STANDARD ERROR	ESTIMATE OF PERCENT ACTIVE	ESTIMATE OF MEAN HOURS	PERCENT STANDARD ERROR
AIRSA 250C	2245	2.41	97.11	527	11.90
ALLSA 501U	80	8.36	81.26	443	26.12
AMTRK/MCCULLH	171	29.06	36.16	26	38.46
ANSCHUTZ 731	356	0.00	100.00	449	10.68
ANSCHUTZ 331	628	6.79	85.86	394	9.31
ASRC/HTR-31	168	0.90	100.00	228	24.33
CONT 6285	1	367.59	5.73	730	0.00
CONT 975	12	101.98	9.99	11	11.81
CONT A40	4	113.00	10.69	185	0.00
CONT A50	5226	5.25	52.42	53	7.26
CONT A65	1351	10.41	62.42	48	11.50
CONT A75	9	154.69	10.87	45	0.00
CONT C125	214	27.00	53.58	81	34.19
CONT C145	1812	7.62	79.17	122	49.10
CONT C85	4228	4.65	66.80	69	15.67
CONT C90	1716	9.15	64.91	61	18.71
CONT E185	1753	6.98	81.80	66	12.69
CONT E225	1322	7.56	85.58	83	12.92
CONT U200	13208	2.26	84.97	160	8.26
CONT U300	6967	3.00	86.19	96	9.53
CONT U346	331	3.30	98.87	429	35.35
CONT U360	3538	3.19	91.81	170	10.53
CONT U476	24819	1.36	90.31	146	3.70
CONT U520	27033	1.01	93.91	221	3.13
CONT K670	559	15.77	53.28	54	16.96
DRAVAAG/PSY	00	13.89	65.70	32	17.52
FCD 6440	142	16.02	53.70	85	42.23
FRANKLIN 4AC150	5	110.52	24.14	33	16.48
FRANKLIN 4AC170	38	58.50	20.36	79	18.60
FRANKLIN 4AC194	44	36.94	26.57	37	19.04
FRANKLIN 4AV350	219	6.66	90.36	53	18.31
FRANKLIN 4VS350	61	17.17	91.89	16	23.36
GE CF700	398	7.43	86.18	520	6.47
GE CJ610	877	2.66	95.73	396	7.72
GE CJ605	15	30.87	22.22	130	25.33
GE CT58	0	0.00	0.00	0	0.00
GLADEN 65	2	206.59	4.86	17	19.95
GLADEN 65	90	32.38	48.46	61	13.49
JACOBPK755	264	15.56	60.47	140	26.50
JACOBUSK755	123	20.64	32.01	46	22.23

TABLE 2-17 GENERAL AVIATION MEAN HOURS AND ACTIVE ENGINES BY ENGINE MANUFACTURER/MODEL
GROUP - CY 1981 (2 OF 3)

ENGINE MANUFACTURER/ MODEL GROUP	ESTIMATE OF ACTIVE ENGINES	PUPULATION	PERCENT STANDARD ERROR	ESTIMATE OF PERCENT ACTIVE	ESTIMATE OF MEAN HOURS	PERCENT STANDARD ERROR
JACOBS SR915	38	25.90	50.20	9.3	28.72	
LYC LTS101	57	11.34	88.86	384	31.59	
LYC 0145	368	19.66	44.29	78	22.72	
LYC 0235	10027	2.63	85.62	320	7.36	
LYC 0290	2105	8.18	62.69	65	10.57	
LYC 0320	34958	1.36	88.09	184	5.24	
LYC 0340	77	42.06	55.29	29	7.35	
LYC 0360	25942	0.98	94.75	169	4.30	
LYC 0435	1240	8.10	75.95	243	19.63	
LYC 0480	1167	9.62	72.46	151	11.43	
LYC 0540	21628	1.15	93.31	445	4.63	
LYC 0541	1143	1.61	98.98	195	10.91	
LYC 0720	214	13.01	92.16	231	33.73	
LYC R680	265	21.49	39.91	39	29.66	
LYC T53	54	6.20	86.25	449	13.73	
MASCOCU4	12	26.28	55.70	20	10.13	
ONAN B48	19536	2.24	73.80	283	4.00	
PCKARDV1650	59	38.18	53.58	66	34.32	
PWA JT12	728	0.00	100.00	440	5.10	
PWA JT15	611	4.97	94.22	404	0.91	
PWA JT3C	4	106.76	6.36	8	0.00	
PWA JT3D	176	11.13	47.22	253	13.58	
PWA JT4	26	23.86	19.11	135	23.78	
PWA JT8	231	5.84	87.96	629	14.99	
PWA JT9	0	0.00	0.00	0	0.00	
PWA PT6	3484	0.61	99.46	471	4.56	
PWA PT6T	116	0.00	100.00	370	10.85	
PWA K1340	1083	5.86	81.92	367	0.90	
PWA K1830	337	16.64	53.60	234	18.48	
PWA K2000	27	54.28	15.14	133	11.73	
PWA K2600	272	24.69	32.89	131	10.22	
PWA K985	1980	8.75	47.99	279	12.43	
RROYCE LART	412	4.88	88.81	426	7.47	
RROYCE GIPSY	0	0.00	0.00	0	0.00	
RROYCE K211	26	0.00	100.00	204	0.00	
RROYCE SPEY	400	1.78	99.12	423	3.00	
RROYCE VIPER	222	2.13	98.11	403	5.81	
TMECA ARTS1	98	7.43	95.73	700	19.54	
TMECA AST141	20	9.92	92.47	743	22.26	
TMECA AST18	22	0.00	100.00	730	10.64	
TMECA AST21	35	10.69	96.11	331	6.38	

TABLE 2-17 GENERAL AVIATION MEAN HOURS AND ACTIVE ENGINES BY ENGINE MANUFACTURER/MODEL GROUP - CY 1981 (3 OF 3)

ENGINE MANUFACTURER/ MODEL GROUP	ESTIMATE OF ACTIVE POPULATION	PERCENT STANDARD ERROR	ESTIMATE OF PERCENT ACTIVE	ESTIMATE OF MEAN HOURS	PERCENT STANDARD ERROR
THECA AST3	26	27.08	03.64	31.3	16.50
WANNER165	38	40.57	26.99	30	24.86
WANNER185	22	18.55	95.45	7	42.47
WANNER50	00	30.68	33.38	52	22.19
WRIGHT15	0	718.60	1.11	15	0.00
WRIGHTK760	36	49.32	36.24	158	33.84
WRIGHTK75	46	52.05	57.78	60	0.00
ALL ENGINES	40081	0.08	13.74	204	1.40

NOTE: ENGINE MANUFACTURER/MODEL GROUPS FOR WHICH SEPARATE ESTIMATES ARE NOT AVAILABLE ARE NOT LISTED IN THE TABLE, BUT ARE INCLUDED IN THE "ALL ENGINES" ESTIMATES.

TABLE 2-18 GENERAL AVIATION FUEL CONSUMED BY TYPE OF AIRCRAFT - CY 1981

AIRCRAFT TYPE	MEAN RATE GPH	ESTIMATED FUEL USE (mill gal)	STANDARD ERROR (mill gal)
FIXED WING			
PISTON			
1 ENG 1-3 SEATS	8.01	81.61	3.3
1 ENG 4+ SEATS	11.00	192.56	4.8
TOTAL 1 ENG	9.90	274.17	5.9
2 ENG 1-6 SEATS	26.01	93.81	3.8
2 ENG 7+ SEATS	35.72	98.67	5.5
TOTAL 2 ENG	30.22	192.48	6.7
OTHER PISTON	263.08	6.99	1.8
TOTAL PISTON	13.90	473.64	9.1
TURBOPROP			
2 ENG 1-12 SEATS	75.51	117.01	5.4
2 ENG 13+ SEATS	166.52	90.33	8.0
TOTAL 2 ENG	99.11	207.34	9.7
OTHER TURBOPROP	118.81	7.43	1.6
TOTAL TURBOPROP	99.68	214.77	9.8
TURBOJET			
2 ENG	300.89	372.52	17.9
OTHER	763.70	114.03	12.9
TOTAL TURBOJET	350.70	480.55	22.0
TOTAL FIXED WING	31.23	1174.96	25.8
ROTORCRAFT			
PISTON	15.17	14.12	1.7
TURBINE	32.76	57.47	5.0
TOTAL ROTORCRAFT	26.66	71.59	5.3
OTHER	2.09	0.82	0.1
TOTAL AIRCRAFT	30.05	1247.37	26.3
TOTAL JET FUEL	143.27	758.79	24.6
TOTAL AVIATION GASOLINE	13.80	488.58	9.3

TABLE 2-19 NON-HIERARCHICAL VS. HIERARCHICAL CAPABILITY GROUPS - CY 1981 (1 OF 2)

	1	2	3	4	5	6	7	8	TOTALS
L									
ESTIMATE	266	370	4742	9085	2	21	1126	394	16005
* STD ERR	41.5	33.3	9.5	7.0	*	*	20.0	32.7	5.1
ROW %	1.7	2.3	29.6	56.8	0.0	0.1	7.0	2.5	
COLUMN %	0.6	2.9	11.3	11.3	0.2	3.1	7.2	0.7	0.2
L,MB									
ESTIMATE	9	41	1025	9557	0	0	987	593	12213
* STD ERR	*	*	20.0	7.0	0.0	0.0	22.7	28.8	6.1
ROW %	0.1	0.3	8.4	78.3	0.0	0.0	8.1	4.9	
COLUMN %	0.0	0.3	2.4	11.9	0.0	0.0	6.3	1.0	4.7
L,MB,GS									
ESTIMATE	209	278	1068	34116	378	338	11301	41987	89675
* STD ERR	*	38.1	20.5	3.3	33.9	35.2	6.3	2.4	1.4
ROW %	0.2	0.3	1.2	38.0	0.4	0.4	12.6	46.8	
COLUMN %	0.5	2.2	2.5	42.6	41.2	49.3	72.5	70.9	34.8
L,MB,GS,KA									
ESTIMATE	0	0	120	502	1	2	388	15497	16510
* STD ERR	0.0	0.0	*	24.2	*	*	35.7	3.2	3.2
ROW %	0.0	0.0	0.7	3.0	0.0	0.0	2.4	93.9	
COLUMN %	0.0	0.0	0.3	0.6	0.1	0.3	2.5	26.2	6.4
LRN									
ESTIMATE	233	117	259	228	81	25	109	2962	4014
* STD ERR	48.6	*	39.5	34.3	*	*	*	7.3	7.4
ROW %	5.8	2.9	6.5	5.7	2.0	0.6	2.7	73.8	
COLUMN %	0.5	0.9	0.6	0.3	0.8	3.6	0.7	5.0	1.0
RA									
ESTIMATE	245	12	187	665	34	5	600	15668	17416
* STD ERR	41.8	7.1	44.9	21.2	*	*	28.5	3.2	3.2
ROW %	1.4	0.1	1.1	3.8	0.2	0.0	3.4	90.0	19.5
COLUMN %	0.5	0.1	0.4	0.8	3.7	0.7	3.8	26.5	6.8
ML									
ESTIMATE	0	0	92	140	0	8	34	705	980
* STD ERR	0.0	0.0	*	*	0.0	*	*	21.3	19.5
ROW %	0.0	0.0	9.4	14.3	0.0	0.6	3.5	71.9	
COLUMN %	0.0	0.0	0.2	0.2	0.0	1.2	0.2	1.2	0.4
L,MB,GS,ML									
ESTIMATE	0	0	6	133	0	0	34	609	782
* STD ERR	0.0	0.0	*	*	0.0	0.0	*	22.1	21.0
ROW %	0.0	0.0	0.8	17.0	0.0	0.0	4.3	77.9	
COLUMN %	0.0	0.0	0.0	0.2	0.0	0.0	0.2	1.0	0.3

TABLE 2-19 NON-HIERARCHICAL VS. HIERARCHICAL CAPABILITY GROUPS - CY 1981 (2 OF 2)

	1	2	3	4	5	6	7	8	TOTALS
LKN,RL	0	0	0	0	0	0	0	0	323
ESTIMATE	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	32.6
* STD ERR	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	32.6
ROW %	0.0	0.0	1.8	0.0	0.0	0.0	0.0	0.0	98.2
COLUMN %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.5	0.1
NO GROUP	45726	11826	34749	26751	422	314	1781	555	122125
ESTIMATE	1.9	5.0	3.0	3.9	34.1	37.4	16.8	28.2	1.0
* STD ERR	37.4	9.7	28.5	21.9	0.3	0.3	1.5	0.5	
ROW %	98.5	93.6	82.7	33.4	46.0	45.8	11.4	0.9	47.4
ALL CRAFT	46439	12632	42035	80137	917	686	15587	59206	257686
ESTIMATE	1.9	4.8	2.6	1.8	22.7	24.6	5.3	1.7	
* STD ERR	18.0	4.9	16.3	31.1	0.4	0.3	0.0	23.3	
ROW %									

NOTE : ROWS AND COLUMNS MAY NOT SUM TO PRINTED TOTALS DUE TO ESTIMATION PROCEDURES.

* STANDARD ERROR GREATER THAN 50 PERCENT.

SEE TABLE 2-20 FOR HIERARCHICAL CAPABILITY GROUP KEY
AND TABLE 2-25 FOR NON-HIERARCHICAL CAPABILITY GROUP KEY

TABLE 2-20 HIERARCHICAL GROUPS - PRIMARY USE VS. CAPABILITY GROUP - CY 1981 (1 OF 2)

		1	2	3	4	5	6	7	8	TOTALS
EXECUTIVE	ESTIMATE	503	35.6	125.3	293.7	118	118	82.6	12984	19093
	* STD ERK	30.0	35.5	19.6	12.3	*	*	22.3	4.1	3.8
	ROW %	2.6	1.9	6.6	15.4	0.6	0.6	4.3	68.3	3.8
	COLUMN %	1.1	2.8	3.0	3.7	12.9	17.2	5.3	21.9	7.4
BUSINESS	ESTIMATE	950	57.8	316.8	16194	299	7	3378	24157	48732
	* STD ERK	21.2	25.4	12.0	5.1	43.1	*	12.1	3.6	2.5
	ROW %	1.9	1.2	6.5	33.2	0.6	0.0	6.9	49.6	1.4
	COLUMN %	2.0	4.6	7.5	20.2	32.6	1.0	21.7	40.8	18.9
PERSONAL	ESTIMATE	12422	5022	4256	39865	114	10	6178	10349	98215
	* STD ERK	4.3	7.4	3.7	3.0	*	*	8.7	6.4	1.4
	ROW %	12.6	5.1	24.7	40.6	0.1	0.0	6.3	10.5	5.2
	COLUMN %	26.7	39.8	57.7	49.7	12.4	1.5	39.6	17.5	38.1
INSTRUCT.	ESTIMATE	576	40.0	3653	8008	150	56	1063	1328	15234
	* STD ERK	23.3	33.5	11.5	7.6	*	*	22.6	18.6	5.2
	ROW %	3.8	2.6	24.0	52.6	1.0	0.4	7.0	8.7	2.2
	COLUMN %	1.2	3.2	8.7	10.0	16.4	8.2	6.8	2.2	5.9
AERIAL AP.	ESTIMATE	6131	857	506	521	0	0	73	120	8208
	* STD ERK	4.4	20.9	25.3	28.6	0.0	0.0	*	*	3.9
	ROW %	74.7	10.4	6.2	6.3	0.0	0.0	0.9	1.5	11.0
	COLUMN %	13.2	6.8	1.2	0.7	0.0	0.0	0.5	0.2	3.2
AERIAL UBS	ESTIMATE	476	584	506	840	45	60	585	461	3555
	* STD ERK	28.6	25.1	30.9	23.5	*	*	30.5	29.6	11.0
	ROW %	13.4	16.4	14.2	23.6	1.3	1.7	16.5	13.0	1.4
	COLUMN %	1.0	4.6	1.2	1.0	4.9	8.7	3.8	0.8	0.6
OTHER WORK	ESTIMATE	550	38.8	23.9	370	0	18	0	18	1584
	* STD ERK	26.0	27.5	38.7	36.8	0.0	*	0.0	*	15.4
	ROW %	34.7	24.5	15.1	23.4	0.0	1.1	0.9	1.1	0.6
	COLUMN %	1.2	3.1	0.6	0.5	0.0	2.6	0.0	0.0	0.4
COMMUTER	ESTIMATE	0	23	0	248	0	0	189	624	1085
	* STD ERK	0.0	*	0.0	34.5	0.0	0.0	40.7	17.9	14.2
	ROW %	0.0	2.1	0.0	22.9	0.0	0.0	17.4	57.5	1.1
	COLUMN %	0.0	0.2	0.0	0.3	0.0	0.0	1.2	1.1	0.4

TABLE 2-20 HIERARCHICAL GROUPS - PRIMARY USE VS. CAPABILITY GROUP - CY 1981 (2 OF 2)

	1	2	3	4	5	6	7	8	TOTALS
AIR TAXI									
ESTIMATE	91	1568	127	570	0	334	494	4298	7504
* STD ERR	*	15.7	*	29.2	0.0	32.9	28.2	9.2	6.9
ROW 3	1.2	21.2	1.7	7.6	0.0	4.5	0.0	57.3	
COLUMN 3	0.2	12.6	0.3	0.7	0.0	48.7	3.2	7.3	2.9
OTHER									
ESTIMATE	921	466	630	1060	81	0	230	1559	4949
* STD ERR	18.9	24.8	24.0	19.1	*	0.0	39.3	14.2	8.1
ROW 3	18.6	9.4	12.7	21.4	1.6	0.0	4.0	31.5	
COLUMN 3	2.0	3.7	1.5	1.3	0.8	0.0	1.5	2.6	1.9
RENTAL									
ESTIMATE	391	269	631	5339	55	0	1011	2249	10745
* STD ERR	30.2	32.8	28.2	9.8	*	0.0	16.9	14.6	6.6
ROW 3	3.6	2.5	5.9	49.7	0.5	0.0	16.9	20.9	
COLUMN 3	0.8	2.1	1.5	6.7	6.0	0.0	11.6	3.8	4.2
INACTIVE									
ESTIMATE	23420	2164	7166	4244	71	55	728	1259	39107
* STD ERR	3.4	13.?	7.4	10.4	49.6	*	25.6	16.7	2.7
ROW 3	59.9	5.5	18.3	10.9	0.2	0.1	1.9	3.2	
COLUMN 3	50.4	17.1	17.0	5.3	7.7	8.0	4.7	2.1	15.2
TOTALS									
ESTIMATE	46439	12632	42035	80137	917	686	15587	59206	257680
* STD ERR	1.9	4.8	2.6	1.8	22.7	24.6	5.3	1.7	
ROW 3	18.0	4.9	16.3	31.1	0.4	0.3	6.0	23.0	

GROUP

KEY

GROUP

7. TWO-WAY COMMUNICATIONS
 TWO SYSTEMS - AIR TAXIS
 4096 CODE TRANSPONDER
 ALTITUDE ENCODING EQUIPMENT

4. TWO-WAY COMMUNICATIONS
 TWO SYSTEMS - AIR TAXIS
 4096 CODE TRANSPONDER
 VOR OR RNAV

8. TWO-WAY COMMUNICATIONS
 TWO SYSTEMS - AIR TAXIS
 ALTITUDE ENCODING EQUIPMENT
 4096 CODE TRANSPONDER
 VOR OR RNAV
 DME

NOTE : ROWS AND COLUMNS MAY NOT SUM TO PRINTED TOTALS DUE TO ESTIMATION PROCEDURES.
 * STANDARD ERRORS MAY NOT SUM TO PRINTED TOTALS DUE TO ESTIMATION PROCEDURES.

TABLE 2-21 HIERARCHICAL GROUPS - HOURS FLOWN VS. CAPABILITY GROUP - CY 1981 (1 OF 2)

		1	2	3	4	5	6	7	8	TOTALS
1-49	ESTIMATE	9953	3195	14916	16246	87	11	1617	3592	49617
	* STD ERK	5.5	9.8	5.1	5.2	"	"	16.6	10.6	2.6
	ROW *	20.1	6.4	30.1	32.7	0.2	0.0	3.3	7.4	
	COLUMN *	21.4	25.3	35.5	20.3	9.5	1.6	10.4	6.1	19.3
50-99	ESTIMATE	4686	2240	8759	19659	67	85	2991	8017	46504
	* STD ERK	8.7	12.7	7.1	4.7	"	"	12.9	7.2	2.8
	ROW *	10.1	4.8	18.8	42.3	0.1	0.2	6.4	17.2	
	COLUMN *	10.1	17.7	20.8	24.5	7.3	12.4	19.2	13.5	18.0
100-149	ESTIMATE	1511	1409	3744	12796	50	23	2923	10267	32722
	* STD ERK	15.5	16.4	11.2	6.0	"	"	13.3	6.2	3.5
	ROW *	4.6	4.3	11.4	39.1	0.2	0.1	8.9	31.4	
	COLUMN *	3.3	11.2	8.9	16.0	5.5	3.4	18.8	17.3	12.7
150-199	ESTIMATE	935	551	1467	6381	144	64	1344	7103	17988
	* STD ERK	20.6	28.1	18.0	8.8	"	"	18.4	7.6	4.9
	ROW *	5.2	3.1	8.2	35.5	0.8	0.4	7.5	39.5	
	COLUMN *	2.0	4.4	3.5	8.0	15.7	9.3	8.6	12.0	7.0
200-249	ESTIMATE	1296	538	1454	5558	165	114	1519	7343	17987
	* STD ERK	16.5	26.9	18.2	9.2	"	"	17.8	7.3	4.8
	ROW *	7.2	3.0	8.1	30.9	0.9	0.6	8.4	40.8	
	COLUMN *	2.8	4.3	3.5	6.9	18.0	16.6	9.7	12.4	7.0
250-299	ESTIMATE	730	227	589	2605	146	47	817	3930	9091
	* STD ERK	24.3	41.3	28.6	14.0	"	"	24.4	10.1	6.9
	ROW *	8.0	2.5	6.5	28.7	1.6	0.5	9.0	43.2	
	COLUMN *	1.6	1.8	1.4	3.3	15.9	0.9	5.2	6.6	3.5
300-349	ESTIMATE	885	407	744	2728	0	74	541	3463	8842
	* STD ERK	20.7	31.7	25.4	13.9	0.0	"	29.0	10.1	6.9
	ROW *	10.0	4.6	8.4	30.9	0.0	0.8	6.1	39.2	
	COLUMN *	1.9	3.2	1.8	3.4	0.0	10.8	3.5	5.6	3.4
350-399	ESTIMATE	615	229	344	1634	113	0	527	3247	6710
	* STD ERK	25.7	37.9	38.7	18.2	"	"	32.9	10.5	8.0
	ROW *	9.2	3.4	5.1	24.4	1.7	0.0	7.9	48.4	
	COLUMN *	1.3	1.8	0.8	2.0	12.3	0.0	3.4	5.5	2.6

TABLE 2-21 HIERARCHICAL GROUPS - HOURS FLOWN VS. CAPABILITY GROUP - CY 1981 (2 OF 2)

	1	2	3	4	5	6	7	8	TOTALS
400-449	ESTIMATE	461	77	522	1558	0	23	468	2467
	STD ERK	29.3	*	30.7	18.6	0.0	*	33.4	11.8
	KO% *	8.3	1.4	9.4	27.9	0.0	0.4	8.4	8.8
	COLUMN %	1.0	0.6	1.2	1.9	0.0	3.4	3.0	4.2
450 UP	ESTIMATE	1824	1609	2333	6723	90	162	2074	8680
	STD ERK	13.4	14.6	14.6	8.5	*	50.0	15.8	23495
	KO% *	7.8	6.8	9.9	28.6	0.4	0.7	8.8	3.9
	COLUMN %	3.9	12.7	5.6	8.4	9.8	23.6	13.3	9.1
INACTIVE	ESTIMATE	23420	2164	7166	4244	71	55	728	1259
	STD ERK	3.4	13.2	7.4	10.4	49.6	*	25.6	39107
	KO% *	59.9	5.5	18.3	10.9	0.2	0.1	1.9	2.7
	COLUMN %	50.4	17.1	17.0	5.3	7.7	8.0	4.7	3.2
									15.2
TOTALS	ESTIMATE	46439	12632	42035	80137	917	686	15587	59206
	STD ERK	1.9	4.8	2.6	1.8	22.7	24.6	5.3	257686
	KO% *	18.0	4.9	16.3	31.1	0.4	0.3	6.0	1.7
									23.0

KEY

- | GROUP | GROUP | GROUP |
|----------------------------|-----------------------------|-----------------------------|
| 1. NO REGULATORY AVIONICS | 4. TWO-WAY COMMUNICATIONS | 7. TWO-WAY COMMUNICATIONS |
| | 5. TWO SYSTEMS - AIR TAXIS | 8. TWO SYSTEMS - AIR TAXIS |
| 2. TWO-WAY COMMUNICATIONS | 6. 4096 CODE TRANSPONDER | 9. 4096 CODE TRANSPONDER |
| | VOR OR RNAV | ALTITUDE ENCODING EQUIPMENT |
| 3. TWO-WAY COMMUNICATIONS | 7. 4096 CODE TRANSPONDER | 10. 4096 CODE TRANSPONDER |
| | VOR OR RNAV | VOR OR RNAV |
| 4. TWO SYSTEMS - AIR TAXIS | 8. 4096 CODE TRANSPONDER | 11. 4096 CODE TRANSPONDER |
| | ALTITUDE ENCODING EQUIPMENT | DME |
| 5. VOR OR RNAV | VOR OR RNAV | |
| 6. TWO-WAY COMMUNICATIONS | 9. 4096 CODE TRANSPONDER | |
| | ALTITUDE ENCODING EQUIPMENT | |

NOTE : ROWS AND COLUMNS MAY NOT SUM TO PRINTED TOTALS DUE TO ESTIMATION PROCEDURES.
* STANDARD ERROR GREATER THAN 50 PERCENT.

TABLE 2-22 HIERARCHICAL GROUPS - AGE OF AIRCRAFT VS. CAPABILITY GROUP - CY 1981
(1 OF 2)

		1	2	3	4	5	6	7	8	TOTALS	
0-4 YRS		ESTIMATE	5796	2945	4239	13967	360	190	5510	21656	54664
* STD ERR			8.2	11.5	11.1	5.7	36.3	*	9.6	3.8	2.4
ROW *		10.6	5.4	7.8	25.6	0.7	0.3	10.1	39.6	21.4	
COLUMN *		12.5	23.3	10.1	17.4	39.3	27.7	35.3	36.0	21.4	
5-9 YRS		ESTIMATE	7918	2348	4963	19529	108	146	3431	15332	53774
* STD ERR		6.5	13.4	9.9	4.8	*	*	12.2	4.8	2.5	
ROW *		14.7	4.4	9.2	36.3	0.2	0.3	6.4	26.5		
COLUMN *		17.1	18.6	11.8	24.4	11.8	21.3	22.0	25.9	20.9	
10-14 YRS		ESTIMATE	4566	1974	5907	14498	66	102	2257	9383	38753
* STD ERR		9.8	14.0	9.0	5.6	*	*	15.1	6.0	3.1	
ROW *		11.8	2.1	15.2	37.4	0.2	0.3	5.8	24.2	3.2	
COLUMN *		9.8	15.6	14.1	18.1	7.2	14.9	14.5	15.8	15.0	
15-19 YRS		ESTIMATE	3857	1598	7532	15286	106	53	1700	6761	36891
* STD ERR		10.7	16.5	8.2	5.5	*	*	16.8	7.2		
ROW *		10.5	4.3	20.4	41.4	0.3	0.1	4.6	18.3		
COLUMN *		8.3	12.7	17.9	19.1	11.6	7.7	10.9	11.4	14.3	
20-24 YRS		ESTIMATE	2168	1186	5086	8609	32	0	1631	3358	22070
* STD ERR		14.4	19.9	9.5	7.1	*	0.0	16.8	10.6	4.0	
ROW *		9.8	5.4	23.0	39.0	0.1	0.0	7.4	15.2		
COLUMN *		4.7	9.4	12.1	10.7	3.5	0.0	10.5	5.7	8.6	
25-29 YRS		ESTIMATE	1880	378	4331	4451	46	67	439	875	12468
* STD ERR		15.0	29.7	9.2	9.6	*	*	31.3	19.9	4.9	
ROW *		15.1	3.0	34.7	35.7	0.4	0.5	3.5	7.0	3.9	
COLUMN *		4.0	3.0	10.3	5.0	5.0	9.8	2.8	1.5	4.8	
30-34 YRS		ESTIMATE	4038	1025	5266	2717	6	0	261	418	13731
* STD ERR		8.6	17.6	7.0	10.9	*	0.0	37.7	27.6		
ROW *		29.4	7.5	38.4	19.8	0.0	0.0	1.9	3.0		
COLUMN *		8.7	8.1	12.5	3.4	0.7	0.0	1.7	0.7	5.3	
35+ YRS		ESTIMATE	16033	1709	4726	1815	60	17	272	577	25209
* STD ERR		3.2	13.9	7.0	13.8	*	*	32.4	22.6	2.1	
ROW *		63.6	6.8	18.7	7.2	0.2	0.1	1.1	2.3		
COLUMN *		34.5	13.5	11.2	2.3	0.5	2.5	1.7	1.0	9.8	

TABLE 2-22 HIERARCHICAL GROUPS - AGE OF AIRCRAFT VS. CAPABILITY GROUP - CY 1981
(2 OF 2)

	1	2	3	4	5	6	7	8	TOTALS
TOTALS	ESTIMATE	46439	12632	42035	80137	917	686	15587	59206
	% STD ERK	1.9	4.8	2.6	1.8	22.7	24.6	5.3	1.7
	ROWS *	18.0	4.9	16.3	31.1	0.4	0.3	0.3	23.0

KEY

GROUP	GROUP			GROUP		
1. NO REGULATORY AVIONICS	4. TWO-WAY COMMUNICATIONS			7. TWO-WAY COMMUNICATIONS		
	TWO SYSTEMS - AIR TAXIS			TWO SYSTEMS - AIR TAXIS		
2. TWO-WAY COMMUNICATIONS	4096 CODE TRANSPONDER			4096 CODE TRANSPONDER		
3. TWO-WAY COMMUNICATIONS	VOR OK RNAV			ALTITUDE ENCODING EQUIPMENT		
	TWO SYSTEMS - AIR TAXIS			4096 CODE TRANSPONDER		
	VOR OK ADF UK RNAV			ALTITUDE ENCODING EQUIPMENT		
5.	4096 CODE TRANSPONDER			4096 CODE TRANSPONDER		
	VOR UK RNAV DME			ALTITUDE ENCODING EQUIPMENT		
6.	TWO-WAY COMMUNICATIONS			VOR UK RNAV DME		
	4096 CODE TRANSPONDER					
	ALTITUDE ENCODING EQUIPMENT					

NOTE : ROWS AND COLUMNS MAY NOT SUM TO PRINTED TOTALS DUE TO ESTIMATION PROCEDURES.
* STANDARD ERROR GREATER THAN 50 PERCENT.

TABLE 2-23 HIERARCHICAL GROUPS - COMPUTED AIRCRAFT TYPE VS. CAPABILITY GROUP
CY 1981 (1 OF 2)

		1	2	3	4	5	6	7	8	TOTALS
TYPE 1	ESTIMATE	33021	5108	25734	17793	153	107	144 ⁷	417	63780
	* STD ERR	2.1	8.8	3.3	3.9	"	"	17.5	31.3	0.0
ROW %		39.4	6.1	30.7	21.2	0.2	0.1	1.7	0.5	
COLUMN %		71.1	40.4	61.2	22.2	16.7	15.6	9.3	0.7	32.5
TYPE 2	ESTIMATE	5292	1839	14736	56829	368	177	12666	27803	119910
	* STD ERR	8.5	14.8	4.7	2.0	39.7	"	0.0	3.2	0.0
ROW %		4.4	1.5	12.3	47.4	0.5	0.1	10.9	23.2	
COLUMN %		11.4	14.6	35.1	70.9	61.9	25.8	81.3	47.0	46.5
TYPE 3	ESTIMATE	391	73	96	2788	84	86	62.3	14575	18715
	* STD ERR	28.2	"	42.4	10.9	"	"	23.8	2.3	0.0
ROW %		2.1	0.4	0.5	14.9	0.4	0.5	3.3	77.9	
COLUMN %		0.8	0.6	0.2	3.5	9.2	12.5	4.3	24.6	7.3
TYPE 4	ESTIMATE	501	77	501	801	29	32	35.8	7840	20138
	* STD ERR	24.5	"	22.8	19.3	"	"	29.3	2.4	0.0
ROW %		4.9	0.8	4.9	7.9	0.3	0.3	3.5	77.3	
COLUMN %		1.1	0.6	1.2	1.0	3.2	4.7	2.3	13.2	3.9
TYPE 5	ESTIMATE	63	6	25	58	0	0	1.9	16.8	341
	* STD ERR	23.0	"	26.1	41.2	0.0	0.0	"	16.0	0.0
ROW %		18.5	2.3	7.3	17.0	0.9	0.0	5.6	49.3	
COLUMN %		0.1	0.1	0.1	0.1	0.0	0.0	0.4	0.3	0.1
TYPE 6	ESTIMATE	59	24	19	89	0	0	1.0	3896	4098
	* STD ERR	"	"	"	44.8	0.0	0.0	"	1.6	0.0
ROW %		1.4	0.6	0.5	2.2	0.0	0.0	0.2	95.1	
COLUMN %		0.1	0.2	0.0	0.1	0.0	0.0	0.1	0.6	1.6
TYPE 7	ESTIMATE	4	0	15	51	0	2	1.1	51.8	60.1
	* STD ERR	"	0.0	"	38.2	0.0	"	"	4.3	0.0
ROW %		0.7	0.0	2.5	8.5	0.0	0.3	1.8	86.2	
COLUMN %		0.0	0.0	0.0	0.1	0.0	0.3	0.1	0.9	0.2
TYPE 8	ESTIMATE	85	11	10	4	0	0	0	62	177
	* STD ERR	14.0	0.0	"	"	"	"	"	9.5	0.0
ROW %		48.0	0.2	5.6	2.3	0.0	0.0	0.0	35.3	
COLUMN %		0.2	0.1	0.0	0.0	0.0	0.0	0.0	0.1	0.1

TABLE 2-23 HIERARCHICAL GROUPS - COMPUTED AIRCRAFT TYPE VS. CAPABILITY GROUP
CY 1981 (2 OF 2)

	1	2	3	4	5	6	7	8	TOTALS
TYPE 9	ESTIMATE	136	7	5	39	0	0	27	2869
	STD ERK	38.3	2	2	0.0	0.0	0.0	2.2	3083
KOM %	4.4	0.2	0.2	1.3	0.0	0.0	0.9	93.1	0.0
COLUMN %	0.3	0.1	0.0	0.0	0.0	0.0	0.2	4.8	1.2
TYPE 10	ESTIMATE	109	4	27	31	10	0	20	419
	STD ERK	17.9	2	33.7	36.1	35.8	0.0	43.0	620
RUM %	17.6	0.6	4.4	5.0	1.6	0.0	3.2	5.3	0.0
COLUMN %	0.2	0.0	0.1	0.0	1.1	0.0	0.1	0.7	0.2
TYPE 11	ESTIMATE	2834	1803	327	346	0	65	15	5391
	STD ERK	6.2	10.2	26.8	28.6	0.0	0.0	0.0	0.0
KOM %	52.6	33.4	6.1	6.4	0.0	1.2	0.3	0.3	2.1
COLUMN %	6.1	14.3	0.8	0.4	0.0	9.5	0.1	0.0	0.0
TYPE 12	ESTIMATE	290	800	488	1296	48	151	380	394
	STD ERK	25.2	17.3	25.1	13.1	0.0	49.0	29.9	40.47
RUM %	7.2	19.8	12.1	32.0	1.2	3.7	0.4	14.7	0.0
COLUMN %	0.6	6.3	1.2	1.6	5.2	22.0	2.4	1.0	1.0
TYPE 13	ESTIMATE	3655	2878	53	12	26	66	4	6738
	STD ERK	5.3	6.0	0.0	0.0	0.0	0.0	0.0	0.0
KOM %	54.2	42.7	0.8	0.2	0.4	1.0	0.1	0.7	0.0
COLUMN %	7.9	22.8	0.1	0.0	2.8	9.6	0.0	0.1	2.0
ALL CRAFT	ESTIMATE	46439	12632	42035	80137	917	686	15587	59206
	STD ERK	1.9	4.8	2.0	1.8	22.7	24.6	0.3	1.7
RUM %	19.0	4.9	16.3	31.1	0.4	0.3	0.0	0.0	23.0

KEY

GROUP	GROUP	GROUP	GROUP
1. FAIR REGULATORY AVIATICS	4. TWO-WAY COMMUNICATIONS	7. TWO-WAY COMMUNICATIONS	7. TWO-SYSTEMS - AIR TAXIS
			AIR TAXIS
2. TWO-WAY COMMUNICATIONS		4096 CODE TRANSPONDER	4096 CODE TRANSPONDER
3. TWO-WAY COMMUNICATIONS	FAIR SYSTEMS - AIR TAXIS	VOR UK KNAV	ALITUDE ENCODING EQUIPMENT
	VOR UK AUF UK KNAV		
ALL CRAFT	ESTIMATE	4096 CODE TRANSPONDER	8. TWO-WAY COMMUNICATIONS
		ALITUDE ENCODING EQUIPMENT	TWO-SYSTEMS - AIR FAIRS
			ALITUDE ENCODING EQUIPMENT
0.	TWO-WAY COMMUNICATIONS	4096 CODE TRANSPONDER	4096 CODE TRANSPONDER
		ALITUDE ENCODING EQUIPMENT	VOR UK KNAV
			DME

NOTE : KOMS AND COLUMNS MAY NOT SUM TO PRINTED TOTALS DUE TO ESTIMATION PROCEDURES.
* STANDARD ERROR GREATER THAN 50 PERCENT.

SEE TABLE 1-6, PAGE 1-27, FOR COMPUTED AIRCRAFT TYPE KEY.

TABLE 2-24 HIERARCHICAL GROUPS - BASE AIRPORT REGION VS. CAPABILITY GROUP
 CY 1981 (1 OF 2)

								TOTALS
	1	2	3	4	5	6	7	8
ALASKAN	ESTIMATE	739	1396	3840	1718	0	1	10
	* STD ERR	25.6	17.7	10.9	16.3	0.0	*	36.5
	KOW %	9.3	17.6	48.3	21.6	0.0	0.2	3.0
	COLUMN %	1.6	11.1	9.1	2.1	0.0	0.1	0.4
CENTRAL	ESTIMATE	3366	628	2731	5801	45	0	606
	* STD ERR	11.1	26.3	13.8	9.6	*	0.0	29.5
	KOW %	21.1	3.9	17.0	36.2	0.3	0.0	3.8
	COLUMN %	7.3	5.0	6.5	7.2	4.9	0.0	3.9
EASTERN	ESTIMATE	4637	866	4380	7264	16	30	2434
	* STD ERR	9.0	19.8	10.7	8.5	*	15.3	12.3
	KOW %	17.3	3.2	16.3	27.1	0.1	0.1	17.7
	COLUMN %	10.0	6.9	10.4	9.1	1.7	4.4	4.8
EUROPEAN	ESTIMATE	49	2	4	38	0	0	0
	* STD ERR	*	*	*	*	0.0	0.0	0.0
	KOW %	14.2	0.6	1.2	11.0	0.0	0.0	73.4
	COLUMN %	0.1	0.0	0.0	0.0	0.0	0.0	0.4
GREAT LAKES	ESTIMATE	9095	1643	9664	16181	8	155	1734
	* STD ERR	6.3	16.2	7.0	5.5	*	17.1	6.6
	KOW %	19.0	3.4	20.2	33.7	0.0	0.3	19.8
	COLUMN %	19.6	13.0	23.0	20.2	0.9	22.6	11.1
NEW ENGLAND	ESTIMATE	1345	403	1413	2865	9	2	762
	* STD ERR	16.9	32.3	18.2	13.7	0.0	*	26.2
	KOW %	16.2	4.9	17.0	34.5	0.0	0.0	18.1
	COLUMN %	2.9	3.2	3.4	3.6	0.0	0.3	4.9
NORTHWEST	ESTIMATE	4529	1786	4509	9722	78	54	1569
	* STD ERR	9.7	15.0	10.1	7.3	*	18.2	8.5
	KOW %	16.0	6.3	15.9	34.4	0.3	0.2	5.5
	COLUMN %	9.8	14.1	10.7	12.1	8.5	7.9	10.1
SOUTHERN	ESTIMATE	6124	1637	4658	12925	389	70	2644
	* STD ERR	8.1	16.3	10.2	6.3	38.8	*	14.1
	KOW %	15.9	4.3	12.1	33.6	1.0	0.2	6.9
	COLUMN %	13.2	13.0	11.1	16.1	42.4	10.2	17.0

TABLE 2-24 HIERARCHICAL GROUPS - BASE AIRPORT REGION VS. CAPABILITY GROUP
CY 1981 (2 OF 2)

	1	2	3	4	5	6	7	8	TOTALS
SOUTHWEST	ESTIMATE	7169	1692	4043	11167	310	173	1939	11695
	* STD ERR	7.1	15.5	11.0	6.7	39.4	*	16.9	5.7
	ROWS *	16.8	4.4	10.6	29.2	0.6	0.5	5.1	30.6
	COLUMN *	15.4	13.4	9.6	13.9	33.6	25.2	12.4	14.8
MST-PACIFIC	ESTIMATE	6642	2603	6418	14023	102	204	4534	10741
	* STD ERR	7.3	11.8	8.5	5.9	*	44.5	10.7	45267
	ROWS *	14.7	5.8	14.2	31.0	0.2	0.5	10.0	2.9
	COLUMN *	14.3	20.6	15.3	17.5	11.1	29.7	29.1	17.6
TOTALS	ESTIMATE	46439	12632	42035	80137	917	686	15587	59206
	* STD ERR	1.9	4.8	2.6	1.8	22.7	24.6	5.3	1.7
	ROWS *	18.0	4.9	16.3	31.1	0.4	0.3	6.0	23.0

KEY

- | GROUP | GROUP | GROUP |
|---------------------------|-----------------------------|-----------------------------|
| 1. NO REGULATORY AVIONICS | 4. TWO-WAY COMMUNICATIONS | 7. TWO-WAY COMMUNICATIONS |
| | TWO SYSTEMS - AIR TAXIS | TWO SYSTEMS - AIR TAXIS |
| 2. TWO-WAY COMMUNICATIONS | 4096 CODE TRANSPONDER | 4096 CODE TRANSPONDER |
| | VOR OR RNAV | ALTITUDE ENCODING EQUIPMENT |
| 3. TWO-WAY COMMUNICATIONS | TWO SYSTEMS - AIR TAXIS | 8. TWO-WAY COMMUNICATIONS |
| | 4096 CODE TRANSPONDER | TWO SYSTEMS - AIR TAXIS |
| | VOR OR ADF OR RNAV | ALTITUDE ENCODING EQUIPMENT |
| 6. | 4096 CODE TRANSPONDER | 4096 CODE TRANSPONDER |
| | ALTITUDE ENCODING EQUIPMENT | VOR OR RNAV |
| | | DME |

NOTE : ROWS AND COLUMNS MAY NOT SUM TO PRINTED TOTALS DUE TO ESTIMATION PROCEDURES.

* STANDARD ERROR GREATER THAN 50 PERCENT.

TABLE 2-25 NON-HIERARCHICAL GROUPS - PRIMARY USE VS. CAPABILITY GROUP - CY 1981
(1 OF 2)

	L	L, MB, GS	L, MB/ GS, RA	LRN	RA	ML	L, MB/ GS, ML	LRN, ML	NO GROUP	ALL CRAFT
EXECUTIVE	ESTIMATE	639	372	7142	7637	1917	7736	259	52	2988
	* STD ERK	25.5	34.6	7.4	4.5	8.3	4.4	29.3	*	12.4
	KOM *	3.3	1.9	37.4	40.0	10.0	10.0	1.3	0.3	12.6
	COLUMN *	4.0	3.0	8.0	46.3	47.8	44.4	26.4	2.4	2.4
BUSINESS	ESTIMATE	1359	2630	29720	5320	874	5461	322	99	9505
	* STD ERK	16.3	13.5	3.4	7.6	19.2	7.5	37.9	*	6.8
	KOM *	2.8	5.4	61.0	10.9	1.8	11.2	0.7	0.5	19.5
	COLUMN *	6.5	21.5	33.1	32.2	21.8	31.4	32.9	26.9	7.8
PERSONAL	ESTIMATE	7211	7025	30562	882	391	1218	262	170	52184
	* STD ERK	6.0	8.2	3.5	21.9	35.8	18.8	42.2	*	2.1
	KOM *	7.3	7.2	31.1	0.9	0.4	1.2	0.3	0.1	53.1
	COLUMN *	45.1	57.5	34.1	5.3	9.7	7.0	26.7	21.7	42.7
INSTRUCT.	ESTIMATE	2992	263	4772	181	37	181	5	5	7004
	* STD ERK	12.3	45.8	10.3	4	*	*	*	0.0	7.8
	KOM *	19.6	1.7	31.3	1.2	0.2	1.2	0.0	0.0	46.0
	COLUMN *	18.7	2.2	5.3	1.1	0.9	1.0	0.5	0.0	5.7
AERIAL AP.	ESTIMATE	104	0	435	42	9	43	9	9	7627
	* STD ERK	43.6	0.0	30.1	4	*	*	*	*	3.8
	KOM *	1.3	6.0	5.3	0.5	0.1	0.5	0.1	0.1	92.9
	COLUMN *	0.6	0.0	0.5	0.3	0.2	0.2	0.9	1.2	6.2
AERIAL OBS	ESTIMATE	398	227	727	156	124	236	0	0	2015
	* STD ERK	33.7	*	25.3	46.4	*	41.1	0.0	0.0	14.3
	KOM *	11.2	6.4	20.5	4.4	4.5	6.0	0.0	0.0	56.7
	COLUMN *	2.5	1.9	0.8	0.9	3.1	1.4	0.0	0.0	1.0
Other WKA	ESTIMATE	161	1	12	18	12	22	0	0	1447
	* STD ERK	*	*	*	*	*	*	0.0	0.0	16.2
	KOM *	0.4	0.1	0.8	1.1	0.8	1.4	0.0	0.0	91.4
	COLUMN *	0.6	0.0	0.0	0.1	0.3	0.1	0.0	0.0	1.2
COMMUTER	ESTIMATE	24	0	842	160	5	180	0	0	1085
	* STD ERK	*	0.0	17.2	29.6	*	29.6	0.0	0.0	14.2
	KOM *	2.2	0.0	77.6	16.6	0.5	16.6	0.0	0.0	3.5
	COLUMN *	0.1	0.0	0.9	1.1	0.1	1.9	0.0	0.0	0.4

TABLE 2-25 NON-HIERARCHICAL GROUPS - PRIMARY USE VS. CAPABILITY GROUP - CY 1981
(2 OF 2)

	L	L, MB	L, MB/ GS	L, MB/ GS, RA	L, RN	RA	ML	L, MB/ GS, ML	LKN, ML	NO GROUP	ALL CRAFT
AIR TAXI	ESTIMATE	311	22	4757	1034	228	1050	2	2	0.0	145J
	* STD ERK	36.2	*	3.0	16.9	36.7	16.7	*	*	0.0	17.6
KOM *		4.1	0.3	63.4	13.8	3.0	14.0	0.0	0.0	0.0	16.7
COLUMN *		1.9	0.2	5.5	6.3	5.7	6.0	0.2	0.3	1.0	2.9
OTHER	ESTIMATE	424	150	1624	528	151	679	64	56	*	241b
	* STD ERK	27.0	49.0	15.6	18.2	25.8	18.6	*	*	*	12.0
KOM *		8.0	3.0	32.8	10.7	3.1	13.7	1.3	1.1	0.2	44.8
COLUMN *		2.6	1.2	1.8	3.2	3.8	3.9	0.5	7.2	2.4	1.9
RENTAL	ESTIMATE	956	169	6004	238	61	253	0	0	0	3362
	* STD ERK	23.4	*	9.1	43.0	49.2	41.5	0.0	0.0	0.0	11.9
KOM *		8.0	1.6	55.9	2.2	3.6	2.4	0.0	0.0	0.0	34.3
COLUMN *		6.0	1.4	6.7	1.4	1.5	1.5	0.0	0.0	0.0	4.2
INACTIVE	ESTIMATE	1488	1378	3064	369	231	438	70	68	58	32764
	* STD ERK	16.4	18.4	11.8	23.6	33.1	23.5	*	*	*	39107
KOM *		3.8	3.5	7.8	0.9	0.6	1.1	0.2	0.2	0.1	2.9
COLUMN *		9.3	11.3	3.4	2.2	5.8	2.5	7.1	6.7	17.0	15.2
TOTALS	ESTIMATE	16005	12213	89675	16510	4014	17416	989	782	329	12212b
	* STD ERK	5.1	6.1	1.4	3.2	7.4	3.2	19.5	21.0	32.0	1.0
KOM *		6.2	4.7	34.8	6.4	1.6	6.8	0.4	0.3	0.1	47.4

KEY

GROUP

L: LOCALIZER

RA: RADAR ALTIMETER

MB: MARKER BEACON

LKN: LONG RANGE NAV

GS: GLIDE SLOPE

ML: MICROWAVE LANDING SYSTEM

NOTE : KOMS AND COLUMNS MAY NOT SUM TO PRINTED TOTALS DUE TO ESTIMATION PROCEDURES.
* STANDARD ERROR GREATER THAN 50 PERCENT.

TABLE 2-26 NON-HIERARCHICAL GROUPS - HOURS FLOWN VS. CAPABILITY GROUP - CY 1981
(1 OF 2)

	L	L, MB	L, MB, GS	L, MB/ GS, RA	L, RN	KA	KL	L, MB/ GS, ML	L, RN, ML	NU GROUP	ALL CRAFT
1-49											
ESTIMATE	341.3	267.3	1047.5	522	200	665	163	66	0	42357	49617
* STD ERK	11.3	13.4	6.5	24.0	48.7	21.6	4	0.0	0.0	3.2	2.0
KOM *	6.9	5.4	21.1	1.1	0.4	1.3	0.3	0.1	0.0	65.2	19.3
COLUMN *	21.3	21.9	11.7	3.2	5.0	3.8	16.6	8.4	0.0	26.5	
50-99											
ESTIMATE	334.9	322.4	1703.5	1394	303	1615	60	1	55	41324	46504
* STD ERK	11.9	12.4	5.0	17.2	36.9	16.1	4	0.0	0.0	4.3	2.8
RUN *	7.2	6.9	36.0	3.0	0.7	3.5	0.1	0.1	0.1	45.9	
COLUMN *	20.9	26.4	19.0	8.4	7.5	9.3	6.1	0.1	16.7	17.5	16.0
100-149											
ESTIMATE	203.9	230.9	1664.1	1537	241	1670	375	335	139	10038	32722
* STD ERK	15.5	14.7	5.0	14.9	37.2	14.5	34.2	36.0	0.0	5.5	3.5
KOM *	6.2	7.1	50.9	4.7	0.7	5.1	1.1	1.0	0.4	30.7	
COLUMN *	12.7	18.9	18.6	9.3	0.0	9.6	38.3	42.6	6.2	12.7	
150-199											
ESTIMATE	41.6	112.9	4005.3	1335	320	1373	41	41	0	4957	17938
* STD ERK	30.9	20.4	6.0	15.2	33.7	14.9	4	0.0	0.0	9.8	4.9
RUN *	2.3	6.3	55.9	7.4	1.6	7.6	0.2	0.2	0.0	27.6	
COLUMN *	2.6	9.2	11.2	8.1	8.0	7.9	4.2	5.2	2.4	4.1	7.0
200-249											
ESTIMATE	110.4	46.8	8904	2335	347	2339	34	34	0	5175	17367
* STD ERK	20.7	33.2	7.0	12.1	26.0	12.1	4	0.0	0.0	9.2	4.8
RUN *	6.1	2.6	49.5	13.0	1.9	13.0	0.2	0.2	0.0	28.8	
COLUMN *	6.9	3.8	9.9	14.1	8.0	13.4	3.5	4.3	0.0	4.2	7.0
250-299											
ESTIMATE	79.9	41.0	4790	1082	85	1127	74	74	0	2009	9091
* STD ERK	24.8	35.8	9.8	17.0	34.9	16.9	4	0.0	0.0	15.0	0.9
RUN *	6.8	4.5	32.7	11.9	3.9	12.4	0.8	0.8	0.0	22.4	
COLUMN *	5.0	3.4	5.3	6.6	2.1	6.5	7.0	9.5	0.0	3.5	
300-349											
ESTIMATE	52.9	17.5	4106	1428	374	1470	10	16	1	2605	8842
* STD ERK	30.5	4.0	10.7	13.9	27.6	13.8	4	0.0	0.0	14.8	0.9
KOM *	6.0	2.0	46.4	16.2	4.2	16.0	0.2	0.2	0.0	29.5	
COLUMN *	3.3	1.4	4.6	8.6	9.3	8.4	1.6	2.0	0.3	2.1	3.4
350-399											
ESTIMATE	48.1	65	2979	1461	174	1461	13	10	3	1723	6710
* STD ERK	31.3	4	12.7	13.7	28.3	13.7	4	0.0	0.0	16.3	8.0
KOM *	7.2	1.0	44.4	21.8	2.6	21.8	0.1	0.1	0.0	25.7	
COLUMN *	3.0	0.5	3.3	8.8	4.3	8.4	1.3	1.3	0.9	1.4	2.0

TABLE 2-26 NON-HIERARCHICAL GROUPS - HOURS FLOWN VS. CAPABILITY GROUP - CY 1981
(2 OF 2)

		L	L, MB	L, MB/GS	L, MB/GS, KA	LRN	KA	ML	LRN, ML	NJ GROUP	ALL CRAFT
400-449	ESTIMATE	623	1.47	2540	902	287	908	0	0	0	1363
	% STD ERK	29.0	4	13.6	15.0	27.5	14.9	0.0	0.0	0.0	8.8
	KUM *	11.2	4.6	45.6	16.2	5.1	16.3	0.0	0.0	0.0	24.4
	COLUMN *	3.9	1.2	2.6	5.5	7.1	5.2	0.0	0.0	0.1	2.2
450 UP	ESTIMATE	1749	254	9014	4212	1470	4424	144	144	68	7806
	% STD ERK	16.2	43.7	6.9	6.5	11.3	6.5	34.8	48.5	7.3	3495
	KUM *	7.4	1.1	38.4	17.9	6.3	18.8	0.0	0.3	0.3	33.2
	COLUMN *	10.9	2.1	10.1	25.5	36.6	25.4	14.7	20.7	0.4	9.1
INACTIVE	ESTIMATE	1488	1378	3064	369	231	438	79	68	58	32764
	% STD ERK	16.4	16.2	11.8	23.6	33.1	23.5	*	*	*	39107
	KUM *	3.5	3.5	7.8	0.9	0.0	1.1	0.2	0.2	0.1	2.7
	COLUMN *	9.3	11.3	3.4	2.2	5.6	2.5	7.1	8.7	17.6	8.5
TOTALS	ESTIMATE	1605	12213	89675	16510	4014	17416	98	762	329	122125
	% STD ERK	5.1	6.1	1.4	3.2	7.4	3.2	19.5	21.3	32.6	1.0
	KUM *	6.2	4.7	34.8	6.4	1.0	6.8	0.4	0.3	0.1	47.4

KEY

GROUP

L: LOCALIZK
MB: MARKER BEACON
GS: GLIDE SLOPE
KA: RADAR ALTIMETER
LRN: LONG RANGE RNAV
ML: MICROWAVE LANDING SYSTEM

NOTE : KUM AND COLUMNS MAY NOT SUM TO PRINTED TOTALS DUE TO ESTIMATION PROCEDURES.
* STANDARD ERKU GREATER THAN 50 PERCENT.

TABLE 2-27 NON-HIERARCHICAL GROUPS - AGE OF AIRCRAFT VS. CAPABILITY GROUP - CY 1981
(1 OF 2)

1981										ALL CRAFT	
	L	L, MB, GS	L, MB, GS, RA	LRN	RA	HL	L, MB, GS, ML	L, KN, ML	NU GROUP		
0-4 yrs	ESTIMATE	4341	1045	24746	6882	1574	6971	354	89	17468	54004
	* STD ERK	10.3	22.7	4.0	5.8	12.9	5.8	33.4	-	4.7	2.4
	KUN *	7.9	1.9	45.3	12.6	2.9	12.8	0.6	0.2	32.3	21.2
	COLUMN *	27.1	8.6	27.6	41.7	39.3	40.0	45.3	27.1	14.3	
5-9 yrs	ESTIMATE	2469	1209	23425	5168	1145	5294	302	181	21122	53774
	* STD ERK	14.3	20.6	4.2	7.6	16.6	7.5	37.4	42.3	4.2	2.5
	KUN *	4.0	2.2	43.6	9.6	2.1	9.8	0.6	0.4	39.3	
	COLUMN *	15.4	9.9	26.1	31.3	28.5	30.4	30.8	26.0	17.3	20.9
10-14 yrs	ESTIMATE	2355	3390	14152	2496	523	2793	135	80	16282	38753
	* STD ERK	14.5	12.2	3.4	10.1	23.1	10.2	-	-	5.1	3.1
	KUN *	6.1	8.7	36.5	6.4	1.3	7.2	0.3	0.2	42.0	
	COLUMN *	14.7	27.8	15.8	15.1	13.0	16.0	13.8	10.2	3.3	15.0
15-19 yrs	ESTIMATE	1954	3174	14007	997	508	1090	103	100	2	16574
	* STD ERK	16.4	12.9	5.4	17.0	26.5	16.8	-	-	5.2	3.2
	KUN *	5.3	8.6	36.0	2.7	1.4	3.0	0.3	0.3	44.9	
	COLUMN *	12.2	26.0	15.6	6.0	12.7	6.3	10.2	12.8	0.0	13.0
20-24 yrs	ESTIMATE	1493	1496	7383	454	164	217	39	7	0	11203
	* STD ERK	18.2	18.1	7.3	25.0	33.2	23.8	-	-	6.1	4.0
	KUN *	6.8	6.8	33.5	2.1	0.7	2.3	0.2	0.3	52.8	
	COLUMN *	9.3	12.2	8.2	2.7	4.1	3.0	4.0	0.9	9.2	8.6
25-29 yrs	ESTIMATE	1143	1189	2925	173	90	175	0	0	6.994	12468
	* STD ERK	19.7	19.7	11.4	33.6	1.4	0.7	1.4	0.3	0.0	4.9
	KUN *	5.2	9.5	23.5	1.4	0.7	1.4	0.3	0.3	56.1	
	COLUMN *	7.1	9.7	3.3	1.0	2.2	1.0	0.6	0.8	5.7	4.8
30-34 yrs	ESTIMATE	993	466	1516	50	3	117	0	0	10619	13731
	* STD ERK	18.1	27.9	14.8	45.9	-	48.2	-	-	4.7	3.9
	KUN *	7.4	3.5	11.0	0.4	0.0	0.4	0.1	0.1	77.3	
	COLUMN *	6.2	4.6	1.7	0.3	0.1	0.7	0.8	1.0	0.9	5.3
35+ yrs	ESTIMATE	726	494	1260	102	106	276	52	32	22445	25209
	* STD ERK	18.1	25.5	14.4	46.3	-	34.5	-	-	2.4	2.1
	KUN *	6.9	2.0	5.0	0.4	0.4	1.1	0.2	0.1	89.3	
	COLUMN *	4.3	4.0	1.4	0.6	2.6	1.6	5.6	4.1	9.7	10.4

TABLE 2-27 NON-HIERARCHICAL GROUPS - AGE OF AIRCRAFT VS. CAPABILITY GROUP - CY 1981
(2 OF 2)

	L	L, MB	L, MB, GS	L, MB/ GS, RA	LRN	RA	RL	LSB, GS, ML	LRN, ML	NU GROUP	ALL CRAFT
TOTALS	16005	12213	89675	16510	4014	17416	980	782	329	122125	257686
* STD ERR	5.1	6.1	1.4	3.2	7.4	3.2	16.5	21.9	34.6	1.0	
KOM *	6.2	4.7	34.8	6.4	1.6	6.8	0.4	0.3	0.1	47.4	

KEY

GROUP

L: LOCALIZER

RA: RADAR ALTIMETER

MB: MARKER BEACON

LRN: LONG RANGE RNAV

GS: GLIDE SLOPE

ML: MICROWAVE LANDING SYSTEM

NOTE : ROWS AND COLUMNS MAY NOT SUM TO PRINTED TOTALS DUE TO ESTIMATION PROCEDURES.
* STANDARD ERROR GREATER THAN 50 PERCENT.

TABLE 2-28 NON-HIERARCHICAL GROUPS - COMPUTED AIRCRAFT TYPE VS. CAPABILITY GROUP
CY 1981 (1 OF 2)

		L	L, MB	L, MB/ GS	L, MB/ GS, MA	L, RN	RA	ML	L, MB/ GS, ML	L, RN, ML	NU GROUP	ALL CRAFT
TYPE 1	ESTIMATE	71.43	179.6	322.6	68	127	289	123	108	42	71326	83780
	* STD ERK	7.6	16.2	11.8	4	37.8	1.7	1.7	1.7	4	0.2	0.0
KO#	8	6.5	2.1	3.9	0.1	0.2	0.3	0.1	0.1	0.4	85.1	32.5
COLUMN	3	44.6	14.7	3.6	0.4	3.2	1.7	12.6	13.8	12.8	58.4	
TYPE 2	ESTIMATE	7530	9598	65432	2322	651	2618	263	104	57	34595	119910
	* STD ERK	7.6	6.9	1.7	14.2	28.2	13.3	42.7	4	2.9	0.0	
KO#	8	6.3	6.6	54.6	1.9	0.5	2.2	0.2	0.1	0.0	28.9	
COLUMN	3	47.0	78.6	73.0	14.1	16.2	15.0	28.9	15.3	17.3	28.3	46.3
TYPE 3	ESTIMATE	161	534	13453	3605	226	3689	331	331	75	928	18715
	* STD ERK	41.3	27.4	4.7	8.6	43.3	8.4	32.2	32.2	4	18.9	0.0
KO#	8	1.0	2.9	71.9	19.3	1.2	19.7	1.8	1.8	0.4	5.3	
COLUMN	3	1.1	4.4	15.0	21.8	5.6	21.2	33.8	42.3	22.8	0.6	7.3
TYPE 4	ESTIMATE	179	491	6019	3015	145	3019	46	46	0	731	10138
	* STD ERK	40.4	40.3	4.3	7.1	45.5	7.1	4	4	2	19.8	0.0
KO#	8	1.8	1.9	29.4	29.7	1.4	29.8	0.5	0.5	0.1	7.2	
COLUMN	3	1.1	1.6	6.7	18.3	3.6	17.3	4.7	5.9	1.8	0.6	3.9
TYPE 5	ESTIMATE	4	6	199	36	13	36	0	0	0	96	341
	* STD ERK	4	4	16.9	4	4	4	0.0	0.0	0.0	15.8	0.0
KO#	8	1.2	1.6	58.4	10.6	3.8	10.6	0.0	0.0	0.0	28.2	
COLUMN	3	0.0	0.0	0.2	0.2	0.3	0.2	0.0	0.0	0.0	0.1	0.1
TYPE 6	ESTIMATE	20	0	390	3627	281	3643	3	3	2	59	4098
	* STD ERK	4	0.0	21.4	2.5	23.9	2.4	4	4	2	2	0.0
KO#	8	0.5	0.0	9.5	88.5	6.9	88.9	0.1	0.1	0.0	1.4	
COLUMN	3	0.1	0.0	0.4	22.0	7.0	20.9	0.3	0.4	0.0	0.3	1.6
TYPE 7	ESTIMATE	11	0	227	355	61	355	10	10	0	0	601
	* STD ERK	4	0.0	13.5	8.9	37.1	8.9	4	4	2	2	0.0
KO#	8	1.8	0.0	37.8	59.1	10.1	59.1	1.7	1.7	0.0	1.3	
COLUMN	3	0.1	0.0	0.3	2.2	1.5	2.0	1.9	1.3	0.0	0.0	0.2
TYPE 8	ESTIMATE	13	2	32	34	26	45	0	0	0	96	477
	* STD ERK	14.0	4	14.8	17.1	20.7	12.9	0.0	0.0	0.0	5.9	0.0
KO#	8	7.3	1.1	16.1	19.2	14.7	23.4	0.9	0.9	0.0	54.2	
COLUMN	3	0.1	0.0	0.0	0.2	0.6	0.3	0.0	0.0	0.0	0.1	0.1

TABLE 2-28 NON-HIERARCHICAL GROUPS - COMPUTED AIRCRAFT TYPE VS. CAPABILITY GROUP
CY 1981 (2 OF 2)

	L	L, MB	L, MB/ GS	L, MB/ GS, RA	LRN	RA	ML	L, MB/ GS, ML	LN, ML	NU	GRUP	ALL CRAFT
TYPE 9	ESTIMATE	6	5	195	2736	1575	2740	104	101	96	143	3083
	* STD ERR	0.0	*	23.7	2.5	0.4	2.5	41.9	42.8	43.4	37.5	0.0
KOM *	0.0	0.2	6.3	88.7	51.1	88.9	3.4	3.3	3.1	4.6	4.6	1.2
COLUMN *	0.0	0.0	0.2	16.6	39.2	15.7	10.6	12.9	29.2	0.1	0.1	1.2
TYPE 10	ESTIMATE	19	2	66	402	330	410	22	22	0	125	620
	* STD ERR	34.3	*	18.7	5.3	6.4	5.1	0.9	0.0	0.0	15.8	0.0
KOM *	3.1	0.3	10.6	64.8	53.2	66.1	3.5	3.5	3.5	0.0	23.2	0.2
COLUMN *	0.1	0.0	0.1	2.4	8.2	2.4	2.2	2.8	0.0	0.1	0.1	0.2
TYPE 11	ESTIMATE	50	3	1	0	0	0	0	0	0	0	5337
	* STD ERR	*	*	*	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5391
KOM *	0.9	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
COLUMN *	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.1
TYPE 12	ESTIMATE	746	77	434	265	534	526	12	12	7	2097	4047
	* STD ERR	19.8	*	26.5	16.5	24.8	19.9	*	*	*	8.2	9.3
KOM *	18.4	1.9	10.7	6.5	13.2	13.0	0.3	0.3	0.3	0.2	51.8	0.0
COLUMN *	4.7	0.6	0.5	1.6	15.3	3.0	1.2	1.5	2.1	1.7	1.6	1.6
TYPE 13	ESTIMATE	110	0	0	45	45	45	45	45	45	45	6584
	* STD ERR	*	0.0	0.0	*	*	*	*	*	*	*	6738
KOM *	1.6	0.0	0.0	0.0	0.7	0.7	0.7	0.7	0.7	0.7	1.1	0.0
COLUMN *	0.7	0.0	0.0	0.0	0.3	1.1	0.3	4.6	5.8	13.7	5.4	2.6
ALL CRAFT	ESTIMATE	16005	12213	89675	16510	4014	17416	980	782	329	122125	257686
	* STD ERR	5.1	6.1	1.4	3.2	7.4	3.2	19.5	21.0	32.6	1.0	1.0
KOM *	6.2	4.7	34.8	6.4	1.6	6.8	0.4	0.4	0.3	0.1	47.4	

KEY

GROUP

L: LOCALIZER RA: KADAR ALTIMETER

MB: MARKER BEACON LRN: LONG RANGE RNAV

GS: GLIDE SLOPE ML: MICROWAVE LANDING SYSTEM

NOTE : ROWS AND COLUMNS MAY NOT SUM TO PRINTED TOTALS DUE TO ESTIMATION PROCEDURES.
* STANDARD ERROR GREATER THAN 50 PERCENT.

SEE TABLE 1-6, PAGE 1-27, FOR COMPUTED AIRCRAFT TYPE KEY.

TABLE 2-29 NON-HIERARCHICAL GROUPS - BASE AIRPORT REGION VS. CAPABILITY GROUP
CY 1981 (1 OF 2)

	L	L, MB	L, MB/ GS	L, MB/ GS, RA	LRN	RA	ML	L, MB/ GS, ML	LN, ML	NU GROUP	ALL CRAFT
ALASKAN	ESTIMATE	715	281	1201	219	12	239	9	0	0	5533
	* STD ERK	46.9	42.7	19.3	33.3	"	31.7	0.3	0.0	0.0	7449
	KUM *	9.0	3.5	15.1	2.8	0.2	2.9	0.0	0.0	0.0	7.2
	COLUMN *	4.5	2.3	1.3	1.3	2.4	1.3	0.3	0.3	4.3	3.1
CENTRAL	ESTIMATE	756	768	5837	634	188	608	0	0	0	16626
	* STD ERK	25.6	27.1	9.3	20.9	44.8	19.7	0.0	0.0	0.0	16626
	KUM *	4.7	4.8	36.4	4.0	1.2	5.3	0.3	0.0	0.0	5.4
	COLUMN *	4.7	6.3	6.5	3.8	4.7	4.0	0.0	0.0	0.0	6.4
EASTERN	ESTIMATE	1672	1544	10413	1942	655	2044	243	186	103	13987
	* STD ERK	16.8	19.3	6.4	12.1	19.3	12.1	43.9	47.9	"	26815
	KUM *	7.0	5.6	38.8	7.4	2.4	7.0	0.7	0.4	0.3	4.4
	COLUMN *	11.7	12.0	11.6	11.8	16.3	11.7	24.6	23.8	30.4	10.4
EUROPEAN	ESTIMATE	3	38	67	186	156	186	39	39	3	51
	* STD ERK	"	"	"	31.2	36.7	31.2	"	"	0.0	346
	KUM *	0.9	11.0	19.4	53.8	43.4	53.8	6.7	6.7	0.0	26.7
	COLUMN *	0.0	2.3	0.1	1.1	3.7	1.1	3.1	3.8	0.0	0.1
GREAT LAKES	ESTIMATE	3410	3381	14699	2659	599	2742	186	116	56	23702
	* STD ERK	12.4	12.6	5.7	10.1	19.1	10.0	45.2	"	0.0	47951
	KUM *	7.1	7.1	30.7	5.5	1.2	5.7	0.4	0.4	0.1	4.4
	COLUMN *	21.3	27.7	16.4	16.1	14.9	15.7	19.2	14.8	17.6	16.0
NE & ENGLAND	ESTIMATE	468	272	3044	500	49	529	12	12	2	3984
	* STD ERK	30.2	43.3	13.1	27.3	"	26.3	"	"	0.0	8295
	KUM *	5.0	3.3	36.7	6.0	0.6	6.4	0.1	0.1	0.1	7.5
	COLUMN *	2.9	2.2	3.4	3.0	1.2	3.0	1.2	1.5	1.5	3.2
NORTHWEST	ESTIMATE	2046	1321	9905	1255	310	1393	157	76	2	13596
	* STD ERK	15.7	19.7	7.0	15.9	36.9	15.6	45.3	"	0.0	28321
	KUM *	7.2	4.7	35.0	4.4	1.1	4.9	0.0	0.3	0.0	3.9
	COLUMN *	12.8	10.8	11.0	7.6	7.7	8.0	16.0	9.7	0.0	11.0
SOUTHERN	ESTIMATE	2619	1842	14489	3165	480	3375	172	170	93	16360
	* STD ERK	14.2	17.4	5.6	10.0	22.4	9.8	0.4	0.2	0.2	3.3
	KUM *	6.8	4.8	37.7	8.2	1.2	6.8	0.4	0.4	0.3	4.3
	COLUMN *	16.4	15.1	16.2	19.2	12.0	19.4	21.7	28.3	13.4	14.9

TABLE 2-29 NON-HIERARCHICAL GROUPS - BASE AIRPORT REGION VS. CAPABILITY GROUP
CY 1981 (2 OF 2)

	L	L, MB	L, MB, GS	L, MB/ GS, RA	LRN	RRA	ML	L, MB/ GS, ML	L, LN, ML	NO GROUP	ALL CRAFT
SOUTHWEST	ESTIMATE	1881	1156	14592	3529	1054	3585	68	65	25	16539
	* STD ERR	16.4	21.3	5.6	8.8	17.3	8.7	*	*	*	39187
KUM *	KUM *	4.9	3.0	36.2	9.2	2.6	9.4	0.2	0.2	0.1	5.1
COLUMN *	COLUMN *	11.6	9.5	16.3	21.4	26.3	20.6	0.9	0.3	7.0	43.3
MST-PACIFIC	ESTIMATE	2841	1227	17144	2637	357	2651	140	138	52	20707
	* STD ERR	13.0	16.0	5.1	11.3	21.2	11.2	*	*	*	45267
KUM *	KUM *	6.3	4.3	37.9	5.8	0.8	2.9	0.3	0.3	0.1	4.4
COLUMN *	COLUMN *	17.8	15.8	19.1	16.0	8.9	15.2	14.3	17.0	15.8	45.7
TOTALS	ESTIMATE	16005	12213	89675	16510	4014	17416	980	782	329	122125
	* STD ERR	5.1	6.1	1.4	3.2	7.4	3.2	19.5	21.3	32.0	257686
KUM *	KUM *	6.2	4.7	34.8	6.4	1.6	6.8	0.4	0.3	6.1	47.4

NEY

GROUP

L: LOCALIZEN
MB: MARKER BEACON
GS: GLIDE SLOPE

RA: RAUAK ALTIMETER
LRN: LONG RANGE RNAV
ML: MICROWAVE LANDING SYSTEM

NOTE : KUMS AND COLUMNS MAY NOT SUM TO PRINTED TOTALS DUE TO ESTIMATION PROCEDURES.
* STANDARD ERROR GREATER THAN 50 PERCENT.

APPENDIX A.1 FIRST MAILING COVER LETTER



DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
WASHINGTON, D.C. 20591

March 1982

Dear Aircraft Owner:

Enclosed is the annual General Aviation Activity and Avionics Survey for calendar year 1981. Data collected in the survey will be used for performing safety analysis, for determining the demand for air traffic facilities and services, and for assessing the impact of proposed regulatory changes on the general aviation fleet.

The survey is being mailed to owners of a random sample of less than 15 percent of all general aviation aircraft. Because the sample is random, it is possible that more than one of your aircraft may be selected or that your aircraft may be selected in successive years. This may happen in particular when there are a small number of aircraft of the type that you own. When more than one of your aircraft are selected, you will find a separate questionnaire provided for each aircraft. Please answer all questions for the aircraft identified. If you cannot determine precisely an answer to a question, please make your best estimate.

If your aircraft was not in use during the year (e.g., in storage, dismantled, destroyed, exported, etc.) please check item 5, indicating the aircraft was not flown. If the aircraft was sold prior to January 1981, it would be quite helpful if you would write a note indicating this on the survey questionnaire. If your aircraft is operated principally by another (leased, etc.), please obtain the necessary information from the operator or forward these materials to that person or firm for completion.

Please return this questionnaire in the enclosed self-addressed postpaid envelope within 10 days. Because the survey is based on a sample of general aviation aircraft, your response is especially important to the accuracy of the results. A prompt response will eliminate the need for additional follow-up contacts. A high response rate will ensure the continued use of sampling methods to collect activity and avionics data.

The data gathered from this survey will be used only to produce summary statistics and not to disclose individual operations nor to make changes to your aircraft records. We appreciate your cooperation.

Sincerely,

A handwritten signature in black ink, appearing to read "F. C. Osgood".

F. C. Osgood
Chief, Information and
Statistics Division, AMS-200

Enclosure

A-1

APPENDIX A.2 SECOND MAILING COVER LETTER



DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
WASHINGTON, D.C. 20591

April 1982

Dear Aircraft Owner:

In March the Federal Aviation Administration sent aircraft owners a questionnaire as part of its program to gather statistical information on the use and characteristics of the general aviation fleet.

You were one of the aircraft owners selected at random to receive a questionnaire. As of this date, we have not received a response from you. In the event the survey questionnaire has been lost or misplaced, another copy is enclosed for your convenience in responding. A prompt response will eliminate the need for additional follow-up contacts. If you have already responded, please disregard this notice. We appreciate your cooperation.

Sincerely,

A handwritten signature in black ink, appearing to read "F. C. Osgood".

F. C. Osgood
Chief, Information and Statistics
Division, AMS-200

Enclosure

APPENDIX A.3 SURVEY QUESTIONNAIRE

CONTROL NUMBER	DEPARTMENT OF TRANSPORTATION - FEDERAL AVIATION ADMINISTRATION GENERAL AVIATION ACTIVITY and AVIONICS SURVEY (As of December 31, 1981)		Form Approved OMB No 2120-0080
<p>This report is authorized by Section 311 of the Federal Aviation Act of 1958, as amended. While you are not required to respond, your cooperation is needed to make the results of this survey comprehensive, accurate and timely. Information collected in this survey will be used for statistical purposes only and not to disclose individual aircraft activity.</p>			2 <input type="checkbox"/> "X" here if you operate your aircraft principally as an air carrier (under FAR 121 or 127). If so, DO NOT complete remainder of form. However please return to address shown below. ▼
3 AIRCRAFT CHARACTERISTICS			
INSTRUCTIONS: Please answer questions for the aircraft identified at right. Mail the completed questionnaire in the enclosed postage paid envelope to			
Transportation Systems Center—GAF Kendall Square Cambridge, Massachusetts 02142			
4. What were the total lifetime airtframe hours as of December 31, 1981 <input style="width: 100px;" type="text"/>			
5. Was aircraft flown in Calendar Year 1981? (Check one) 1 <input type="checkbox"/> Yes 2 <input type="checkbox"/> No (Skip to question 10)			
6. Did you own this aircraft for the entire year of 1981? 1 <input type="checkbox"/> Yes 2 <input type="checkbox"/> No If "No," include previous owner's hours for 1981 in your estimates below.			
7. HOURS FLOWN DURING CALENDAR YEAR 1981 <small>EXECUTIVE CORPORATE TRANSPORTATION — Company flying with a professional crew transporting company personnel, guests, and cargo</small> <input style="width: 100px;" type="text"/>			
<small>BUSINESS TRANSPORTATION — Individual use of an aircraft for business transportation</small> b. <input style="width: 100px;" type="text"/>			
<small>PERSONAL — Individual flying for personal reasons</small> c. <input style="width: 100px;" type="text"/>			
<small>INSTRUCTIONAL — Flying with or under the supervision of a flight instructor (excludes proficiency flying)</small> d. <input style="width: 100px;" type="text"/>			
<small>AERIAL APPLICATION — Agriculture, health, forestry, cloud seeding, firefighting, insect control, etc.</small> e. <input style="width: 100px;" type="text"/>			
<small>AERIAL OBSERVATION — Aerial mapping/photography, survey, patrol, fish spotting, search and rescue, hunting, highway traffic advisory, sightseeing (not Part 135), etc.</small> f. <input style="width: 100px;" type="text"/>			
<small>OTHER WORK USE — Construction work (not Part 135), helicopter hoist, aerial advertising, towing gliders, parachuting, etc.</small> g. <input style="width: 100px;" type="text"/>			
<small>COMMUTER AIR CARRIER — Perform at least five scheduled round trips per week between two or more points or cities mail</small> h. <input style="width: 100px;" type="text"/>			
<small>DEMAND AIR TAXI — All Part 135 passenger and cargo operations, including charter and excluding commuter air carrier</small> i. <input style="width: 100px;" type="text"/>			
<small>OTHER — Experimentation, R&D, testing, demonstrations, government, air shows, air racing, etc.</small> j. <input style="width: 100px;" type="text"/>			
<small>AIRCRAFT RENTAL BUSINESS — Commercial flying club, leased and rental aircraft activity. (If you know the purpose of flight, assign hours to categories above. If not, enter hours here.)</small> k. <input style="width: 100px;" type="text"/>			
HOURS	IFR HOURS	GAL. HR	STATE
8. Was this aircraft flown on an instrument Flight Plan in 1981? 1 <input type="checkbox"/> Yes 2 <input type="checkbox"/> No If "Yes," how many hours were flown on an Instrument Flight Plan? <input style="width: 100px;" type="text"/>			
9. Estimate of this aircraft's average rate of fuel consumption (gal./hr.) during 1981 (Report whole gals. only) <input style="width: 100px;" type="text"/>			
10. State (Abbreviation) or foreign country in which aircraft was based as of December 31, 1981 <input style="width: 100px;" type="text"/>			
11. AVIONICS EQUIPMENT CAPABILITY : X ALL boxes that reflect this aircraft's current capability. If none, check the last box in each group			
<small>VHF COMMUNICATIONS EQUIPMENT</small> VHF Communications Systems: 360 Channels or less a. <input type="checkbox"/> 720 Channels or more b. <input type="checkbox"/> More than one comm. system c. <input type="checkbox"/> No VHF Communications Equipment d. <input type="checkbox"/>			
<small>TRANSPONDER EQUIPMENT</small> 4096 Code e. <input type="checkbox"/> Altitude Encoding Equipment f. <input type="checkbox"/> No Transponder Equipment g. <input type="checkbox"/>			
<small>NAVIGATION EQUIPMENT</small> VOR Receiver: 100 Channels h. <input type="checkbox"/> 200 Channels i. <input type="checkbox"/> More than one VOR Receiver j. <input type="checkbox"/> Automatic Direction Finder (ADF) k. <input type="checkbox"/> Distance Measuring Equipment (DME) l. <input type="checkbox"/> Area Navigation Equipment (RNAV) m. <input type="checkbox"/> Long Range Nav (Doppler, INS, Other) n. <input type="checkbox"/> Flight Director o. <input type="checkbox"/> Radar Altimeter p. <input type="checkbox"/> Flight Management Computer q. <input type="checkbox"/> No Navigation Equipment r. <input type="checkbox"/>			
<small>ILS RECEIVING EQUIPMENT</small> Localizer s. <input type="checkbox"/> Marker Beacon t. <input type="checkbox"/> Glide Slope u. <input type="checkbox"/> Microwave Landing System v. <input type="checkbox"/> No ILS Receiving Equipment w. <input type="checkbox"/>			
THANK YOU FOR YOUR COOPERATION			

FAA Form 1800-54 (12-81) Supersedes previous edition

APPENDIX B

SAMPLE DESIGN

B.1 SAMPLE FRAME AND SIZE

The Aircraft Registration Master File, maintained by the FAA Mike Monroney Aeronautical Center in Oklahoma City, provided the sample frame, the list of aircraft from which the sample was selected, for the survey. This file is the official record of registered civil aircraft in the U.S., containing one record per aircraft.

Between the 1977 and 1978 survey cycles several changes occurred to this file which had an impact on the sample population and frame, and ultimately on the survey results. In January 1978, FAA implemented a new procedure for maintaining the file, known as triennial revalidation. Instead of requiring all owners to revalidate and update their aircraft registration annually, FAA required revalidation for only those owners who had not contacted the registry for three years. The less frequent updating affected the accuracy of the file and its representativeness. Two major consequences for the survey results are discussed below:

- 1) The accuracy of owners' addresses deteriorated causing the percentage of questionnaires returned by the post office to more than quadruple from 1977 to 1981. This partially accounted for the lower survey response rates experienced since 1977.
- 2) The file contained a residue of aircraft which under the old revalidation system would have been deregistered and purged from the file, but remained under the new system. Consequently, the population counts were inflated resulting in artificially large increases in the estimates of the number of active general aviation aircraft from 1977 to 1978, and from 1978 to 1979.

Also during this period the entire Aircraft Registration System was installed on a new computer system. At the same time, FAA modified many of the updating and processing procedures. It is quite possible that these changes affected the registration file, although it is not known in what way.

Finally, new legislation required two categories of aircraft, formerly ineligible, to be registered with the U.S. Registry, namely:

- 1) aircraft owned by individual citizens of foreign countries who are permanent residents of the U.S., and

- 2) aircraft owned by non-U.S. corporations which are organized and doing business under U.S. law as long as the aircraft are based and used primarily in the U.S.

The definition of a registered general aviation aircraft changed from 1977 to 1978 to include the two new groups. It is estimated that these aircraft comprise less than one half percent of the general aviation fleet.

Thus, these changes discussed above affected the contents of the Aircraft Registration Master File and consequently the survey results. While it is difficult to quantify the effects of the changes, FAA estimates that they caused the survey results to overestimate population and hours flown by not more than five percent.

All aircraft identified as general aviation in the file according to the definition in Section 1.2.1 comprise the sample frame with the following exceptions:

- 1) Aircraft registered to dealers.
- 2) Aircraft with "Sale Reported" or "Registration Pending" appearing in the record instead of the owner's name.
- 3) Aircraft with a known inaccurate owner's address.
- 4) Aircraft with missing state of registration, aircraft make-model-series code, or aircraft type information.

For calendar year 1981, the sample frame consisted of 257,686 general aviation aircraft records from which 22,980 records were sampled, yielding a 8.9 percent sample. Table B-1 and Figure B.1 show the distribution of the sample compared to that of the population by aircraft type. Table B-2 and Figure B.2 show similar distributions by FAA region. (See Appendix C for the FAA regional map.) These displays clearly demonstrate the disproportionality of the sample to the population, an intended result of the sample design to gain efficiency and to control errors.

B.2 DESCRIPTION OF SAMPLE DESIGN

The sample design employed was a stratified, systematic design from a random start. The sample was selected from a two-way stratified frame matrix. The two stratification criteria were:

TABLE B-1. SAMPLE AND POPULATION DISTRIBUTIONS BY AIRCRAFT TYPE

TYPE	POPULATION	SAMPLE SIZE	SAMPLE AS % OF POPULATION
Fixed Wing			
Piston			
1 engine, 1-3 seats	83,780	8,434	10.1
1 engine, 4+ seats	119,910	6,271	5.2
2 engines, 1-6 seats	18,715	1,704	9.1
2 engines, 7+ seats	10,138	1,458	14.4
Other Piston	341	249	73.0
Turboprop			
2 engines, 1-12 seats	4,099	604	14.7
2 engines, 13+ seats	601	180	30.0
Other Turboprop	177	115	65.0
Turbojet			
2 engines	3,083	581	18.8
Other Turbojet	620	369	59.5
Rotorcraft			
Piston	5,437	1,070	19.7
Turbine	4,047	700	17.3
Other	6,738	1,245	18.5
TOTAL	257,686	22,980	8.9

TABLE B-2. SAMPLE AND POPULATION DISTRIBUTIONS BY REGION OF REGISTERED AIRCRAFT

REGION	APPROXIMATE POPULATION	SAMPLE SIZE	SAMPLE AS % OF POPULATION
Alaskan	7,781	885	11.4
Central	16,419	1,428	8.7
Eastern	26,945	2,731	10.1
European (Foreign)	307	77	25.1
Great Lakes	48,468	3,728	7.7
New England	8,457	1,575	18.6
Northwest Mountain	28,078	2,394	8.5
Southern	38,668	3,767	9.7
Southwestern	37,785	2,502	6.6
Western-Pacific	44,728	3,892	8.7
TOTAL	257,686	22,980	8.9

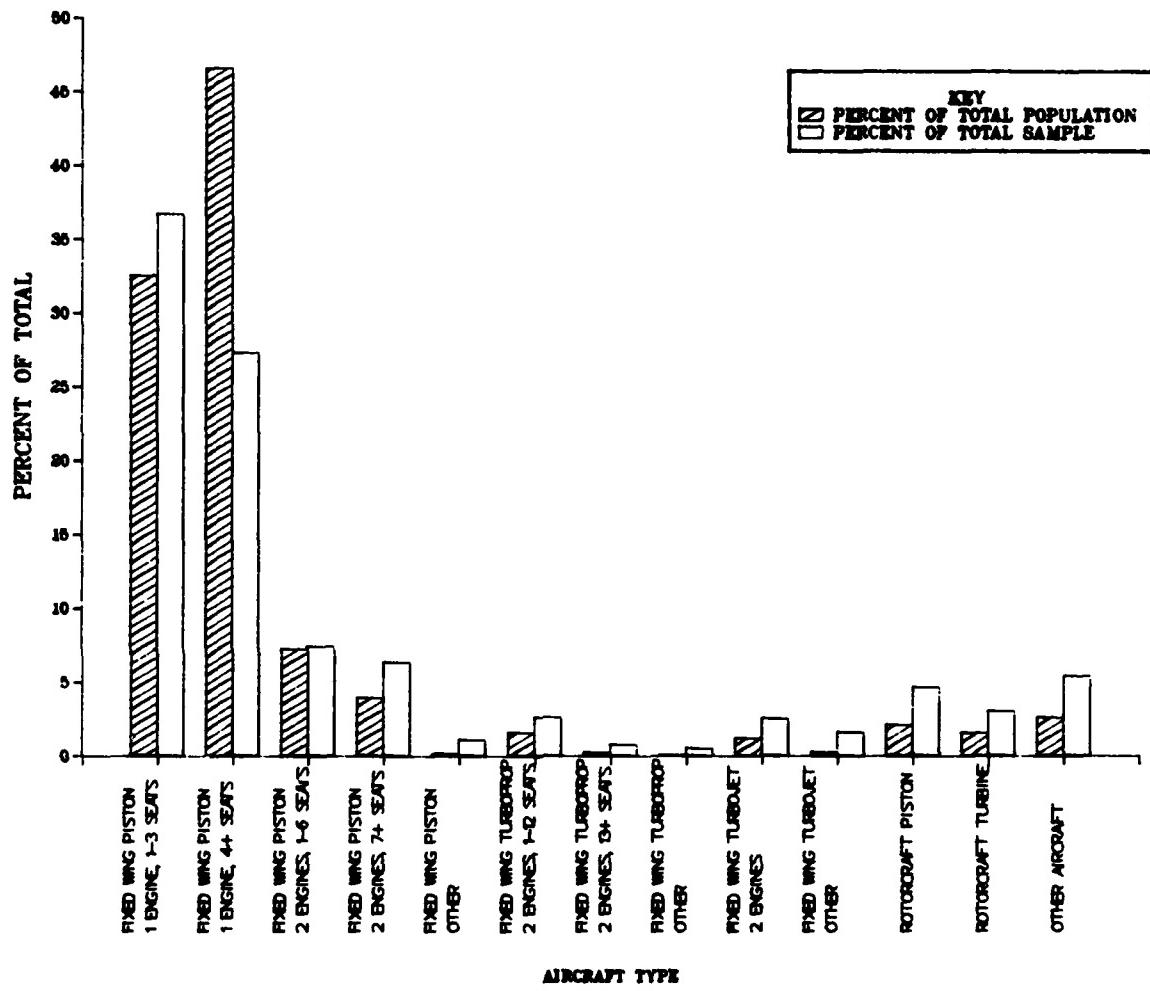


FIGURE B.1. COMPARISON OF POPULATION AND SAMPLE DISTRIBUTIONS BY AIRCRAFT TYPE

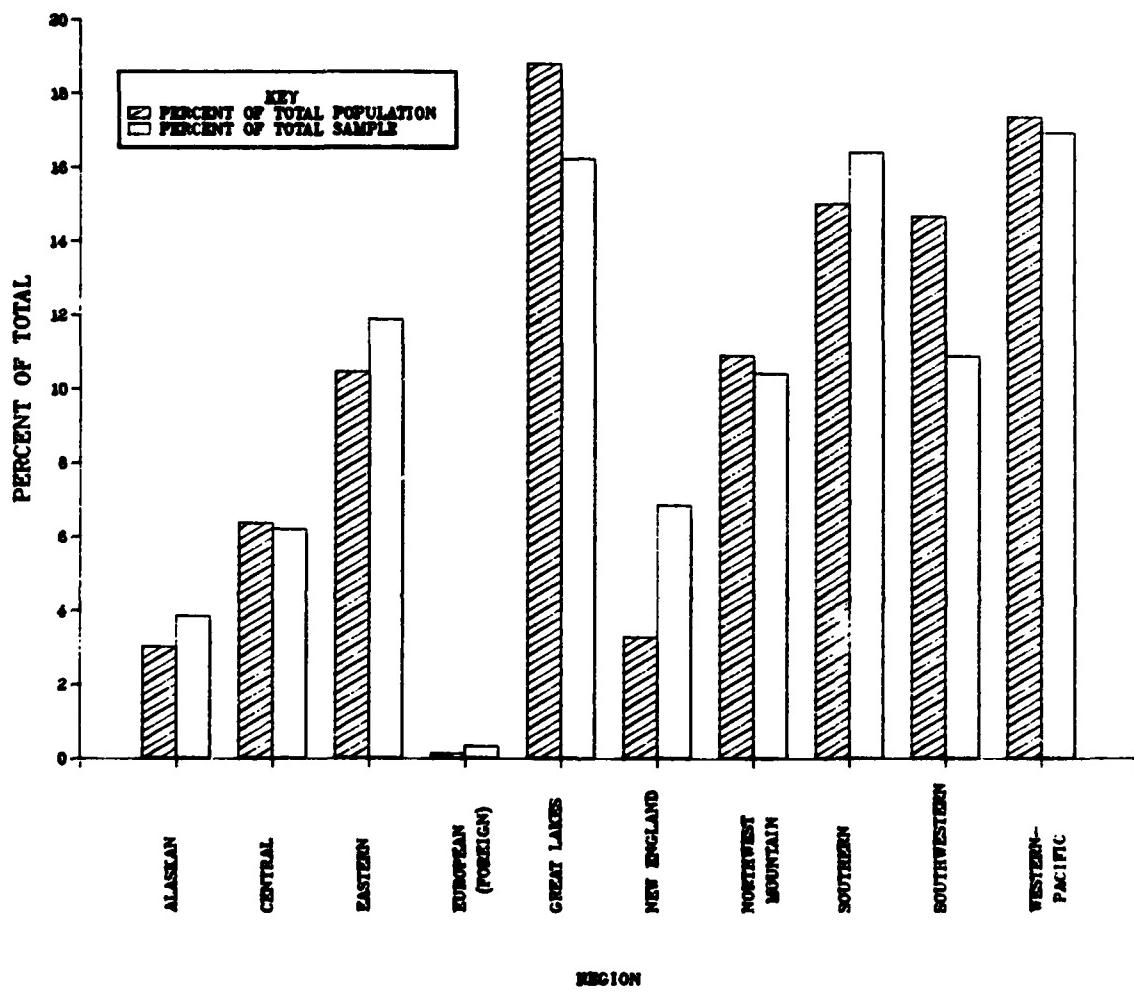


FIGURE B.2. COMPARISON OF POPULATION AND SAMPLE DISTRIBUTIONS BY REGION OF REGISTERED AIRCRAFT

- 1) State or territory of aircraft registration.
- 2) A variable called make-model index constructed from the thirteen aircraft types and the 300+ aircraft manufacturer/model groups of 20 or more general aviation aircraft as defined by the FAA's Service Difficulty Reporting (SDR) Program. (See Appendix D for the names and definitions of these groups.)

The 54 levels of the state criterion and the 345 levels of the make-model index yielded a matrix of 54 by 345 or 18,630 cells (strata) among which the frame was divided for sampling.

The FAA's primary requirement was for estimates of mean annual flight hours per aircraft, necessitating optimal determination of sample sizes based on flight hour variation by state and by make-model index, and not on population. Hence, the sample was not proportional to cell size, and a sampling fraction was determined for each cell with a non-zero population. Sampling was then performed systematically from a random start within individual cells.

Initially, each aircraft in the sample was given a weight which was the inverse of its cell's sampling fraction, and which corresponded to the number of aircraft in the sample frame represented by that aircraft. When all responses to the survey were tallied, each weight was adjusted according to the response rate for the aircraft's cell, counting an aircraft for which no survey questions were answered as a non-respondent and an aircraft for which at least one question was answered as a respondent. The weight adjustment is described below:

- 1) Non-respondents' weights were changed to zero.
- 2) The weights of all responding aircraft were adjusted uniformly by dividing the initial weights by the response rate.

This method of weight adjustment has several attributes. It actually incorporates the response rates into the final weights and simplifies estimation procedures.

B.3 ERROR

Errors associated with estimates derived from sample survey results fall into two categories: sampling and non-sampling errors.¹ Sampling errors occur because the estimates are based on a sample -- not the entire population. Non-sampling errors arise from a number of sources such as non-response, inability or unwillingness of respondents to provide correct information, differences in interpretation of questions, mistakes in recording or coding the data obtained, and others. The following sections discuss the two types of errors.

B.3.1 Sampling Error

In a designed survey, the sampling error associated with an estimate is generally unknown, but a measurable quantity known as the standard error is often used as a guide to the magnitude of sampling error. The standard error measures the variation which would occur among the estimates from all possible samples of the same design from the same population. It thus measures the precision with which an estimate approximates the average result of all possible samples or the result of a survey in which all elements of the population were sampled.

Through sample design techniques, the statistician can control the sizes of standard errors on a few key variables, known as design variables, in the survey. In the General Aviation Activity and Avionics Survey, the design variables were the mean annual hours flown per aircraft by aircraft type, by aircraft manufacturer/model group, and by state of aircraft registration. The sample was designed to produce standard errors on these variables at levels specified by the FAA. No controls were placed on the standard errors of the non-design variables.

Thus, every estimate resulting from a sample survey, whether it be for a design or non-design variable, has sampling error associated with it. The user of survey results must consider this error along with the point estimate itself when making inferences or drawing conclusions about the sample population. A large standard error relative to an estimate indicates lack of precision and, inversely, a small standard error indicates precision. To facilitate the comparison of estimates and their errors, the tables in Section 2 of this publication display standard errors for all estimated quantities. In some cases, the tables contain the percent standard

¹Standards for Discussion and Presentation of Errors in Data, U.S. Department of Commerce, Bureau of the Census, (Washington, DC, 1974), pp. 11-14.

error, which is the standard error divided by the corresponding estimate. The paragraphs below explain the proper interpretation and use of the errors.

An estimate and its standard error make it possible to construct an interval estimate with prescribed confidence that the interval will include the average value of the estimate from all possible samples of the population. Table B-3 below shows selected interval widths and their corresponding confidence.

TABLE B-3. CONFIDENCE OF INTERVAL ESTIMATES

WIDTH OF INTERVAL	APPROXIMATE CONFIDENCE THAT INTERVAL INCLUDES AVERAGE VALUE
1 Standard error	68%
2 Standard errors	95%
3 Standard errors	99%

As an example, from Table 2-6 a 95 percent confidence interval for the number of active rotorcraft with piston engines would be $3250 \pm 2(173)$ or (2904, 3596). One would say that the number of active rotorcraft with piston engines lies somewhere between 2904 and 3596 with 95 percent confidence.

B.3.2 Non-Sampling Error

Non-sampling error can be reduced through survey design, although the amount of reduction is difficult, if not impossible, to quantify in any given design. Nevertheless, through controlled experiments, various techniques have been identified which limit non-sampling error. Several of these techniques were incorporated into the design of the general aviation survey and are itemized below:

- o A second mailing to non-respondents was conducted in addition to the original mailing to improve the response rate, since a low response rate is a major cause of non-sampling error. 61 percent of those aircraft sampled responded to at least one question of the survey. This rate represents a decrease in response from 1977 when the survey achieved an 80 percent response rate and 1980 when the response rate was 65 percent. Possible causes of the decrease include:

- 1) The deterioration of the currency of aircraft owners' addresses in the Aircraft Registration Master File, the sample frame. This increased the percentage of questionnaires returned undelivered by the postmaster from around 1.6% in 1977 to 3.2% in 1978 to 6.8% in 1981, hence decreasing the response rate.
- 2) Repeated sampling of aircraft in two and possibly three or four successive years. Due to the design of the sample to achieve specified precision in estimates for states and manufacturer model groups of aircraft, it is impossible to avoid sampling some of the same aircraft in consecutive years. Owners of such aircraft may have been less willing to respond in 1981 than in previous years.

Tables B-4 and B-5 show the response rates broken down by FAA region and aircraft type, respectively. The lowest response rate for any region was 9% for the European (Foreign) Region due to mail delivery difficulties. The Alaskan Region rate was low at 49% for similar reasons. These two regions together, however, represented only about 3% of the U.S general aviation fleet. The fixed wing piston other (3 or more engines) category had the lowest response rate at 39% of any of the aircraft types but these aircraft represented less than 1% of the fleet.

- o The survey questionnaire was designed and tested to minimize misinterpretation of questions by the aircraft owners.
- o To assure the owners of the confidentiality of their responses, the questionnaire cover letter informed them that the intended use of the responses was "only to produce summary statistics and not to disclose individual operations nor to make changes to your aircraft records."
- o Comprehensive editing procedures insured the accuracy of the data transcription to machine readable form and the internal consistency of responses.
- o The official and most accurate source of information available on the general aviation fleet, the FAA Aircraft Registration Master File, was used as the sampling frame.

¹ See Appendix A.1.

TABLE B-4. RESPONSE RATES BY REGION

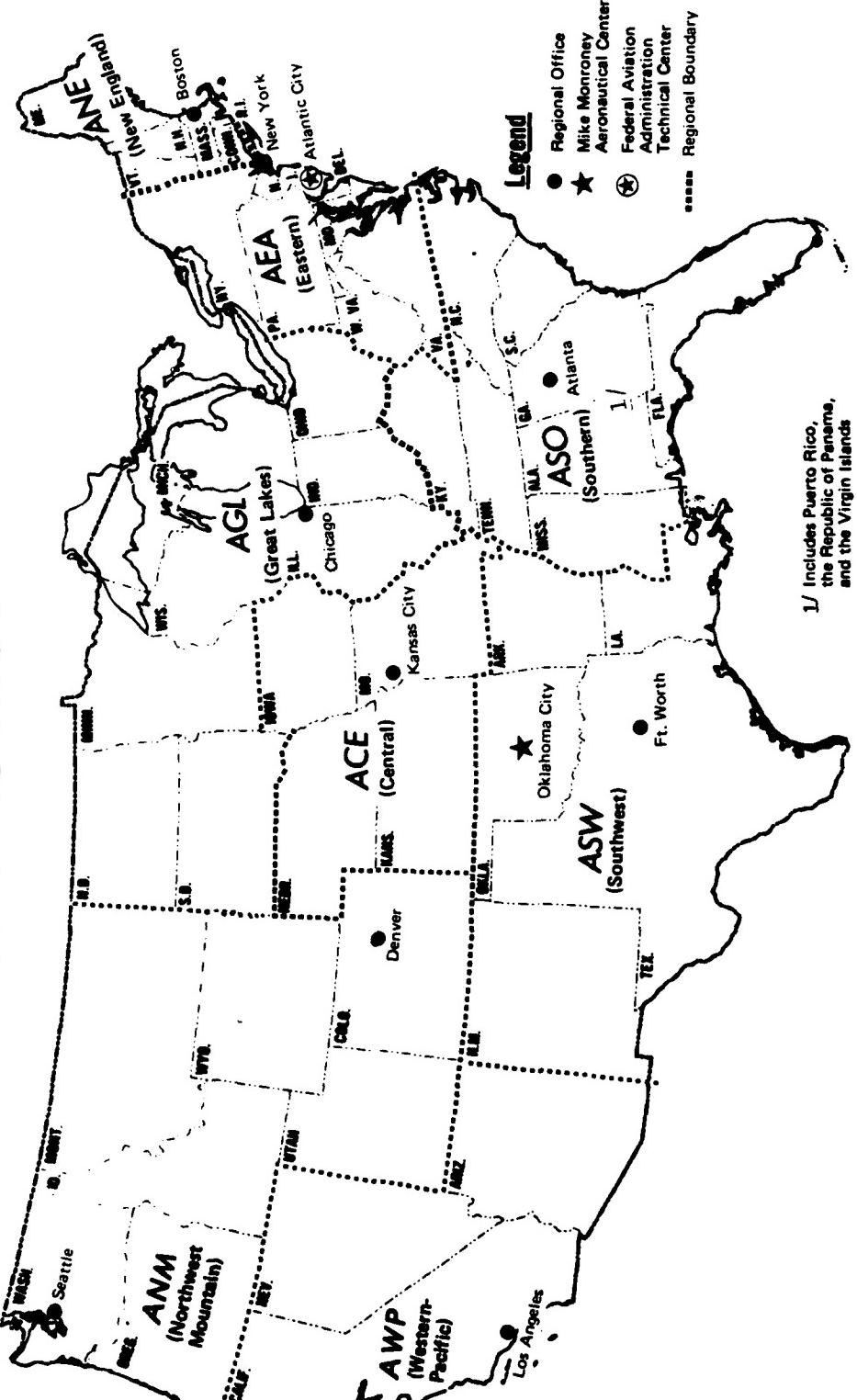
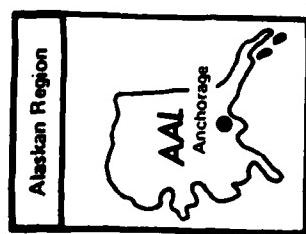
REGION	RESPONSE RATE (%)	REGION	RESPONSE RATE (%)
Alaskan	49	New England	64
Central	64	Northwest Mountain	59
Eastern	62	Southern	57
European (Foreign)	9	Southwestern	59
Great Lakes	67	Western-Pacific	60
		TOTAL	61

TABLE B-5. RESPONSE RATES BY AIRCRAFT TYPE

AIRCRAFT TYPE	RESPONSE RATE (%)	AIRCRAFT TYPE	RESPONSE RATE (%)
Fixed Wing			
Piston		Turbojet	
1 engine, 1-3 seats	64	2 engines	73
1 engine, 4+ seats	62	Other	52
2 engines, 1-6 seats	57		
2 engines, 7+ seats	46	Rotorcraft	
Other	39	Piston	57
		Turbine	54
Turboprop			
2 engines, 1-12 seats	65	Other	59
2 engines, 13+ seats	64		
Other	57	TOTAL	61

APPENDIX C. FAA REGIONAL BOUNDARIES

U.S. DEPARTMENT OF TRANSPORTATION Federal Aviation Administration **FAA REGIONAL BOUNDARIES** Including Locations of Regional Headquarters and Centers



Legend

- Regional Office
- ★ Mike Monroney Aeronautical Center
- ☆ Federal Aviation Administration Technical Center
- Regional Boundary

1/ Includes Puerto Rico,
the Republic of Panama,
and the Virgin Islands

APPENDIX D.

SDR AIRCRAFT GROUP NAME - FAA MANUFACTURER/MODEL CODE TABLE

THIS TABLE SHOWS THE CORRESPONDENCE BETWEEN THE SERVICE DIFFICULTY REPORTING (SDR) AIRCRAFT GROUP NAMES AND THE FAA AIRCRAFT MANUFACTURER/MODEL/SERIES (MMS) CODES AND APPEARS IN ALPHABETICAL ORDER BY SDR NAME. THE SDR NAMES COMBINE MMS CODES FOR AIRCRAFT OF SIMILAR DESIGN INTO GROUPS FOR ANALYTIC PURPOSES. THE TABLE CONTAINS ENTRIES FOR ALL THE SDR NAMES APPEARING IN SEVERAL OF THE TABLES IN THE BODY OF THIS REPORT.

TABLE D-1. SDR AIRCRAFT GROUP NAME - FAA MANUFACTURER/MODEL CODES

FAA	SDR	FAA	SDR	FAA	SDR	
0050101	ADAMS A50S	*FALC10	AMD	FALC10	0191004	AKONCA058
0050103	ADAMS A50S	2730101	AMD	FALC10	0191006	AKONCA058
0050105	ADAMS A50S	*FALC20	AMD	FALC20	0191008	AKONCA058
5500604	AEROKSJ2	2720302	AMD	FALC20	0191010	AKONCA058
8680805	AEROSPAS355	2720303	AMD	FALC20	0191012	AKONCA058
8680207	AEROSPAS316	2720304	AMD	FALC20	0900102	AVIAN-FALCON
8680513	AEROSPAS316	2720305	AMD	FALC20	0900104	AVIAN-SKYHAWK
8680515	AEROSPAS316	2720306	AMD	FALC20	0143002	AYRES S2
8680605	AEROSPAS316	2730103	AMD	FALC20	0143004	AYRES S2
8680615	AEROSPAS316	2730106	AMD	FALC50	0143006	AYRES S2
8680610	AEROSPAS341	4220120	AMTH	TMK	0143008	AYRES S2
1181414	AGUSTA205	8141617	AKCKNEH37		0143010	AYRES S2
0260109	AGUSTAA109	8142801	AKCKNEH37		0143012	AYRES S2
0144202	AIRPTSA	1850202	ARCTICS1A		0143022	AYRES S2
0144204	AIRPTSA	1850204	ARCTICS1A		0970101	AYRES S2
0144206	AIRPTSA	1850206	ARCTICS1A		0970102	AYRES S2
1850102	AIRPTSA	1850208	ARCTICS1A		0970104	AYRES S2
1850104	AIRPTSA	1850210	ARCTICS1A		0970106	AYRES S2
1850106	AIRPTSA	1850212	ARCTICS1A		0970215	AYRES S2
1850108	AIRPTSA	1850214	ARCTICS1A		7630202	AYRES S2
1850110	AIRPTSA	1850216	ARCTICS1A		7630203	AYRES S2
1850112	AIRPTSA	1850302	ARCTICS1B1		7630204	AYRES S2
1850114	AIRPTSA	1850304	ARCTICS1B1		8380202	AYRES S2
1850116	AIRPTSA	1850306	ARCTICS1B1		8380204	AYRES S2
1850118	AIRPTSA	1850308	ARCTICS1B1		8380206	AYRES S2
1850120	AIRPTSA	1850310	ARCTICS1B1		8380302	AYRES S2
1850122	AIRPTSA	1850312	ARCTICS1B1		8380306	AYRES S2
4570424	AIRPTSA	0191202	AKONCA15		1480202	BAC 111
4570602	AIRPTSA	0191204	AKONCA15		1480204	BAC 111
4570604	AIRPTSA	0190708	AKONCA65		1480208	BAC 111
4570606	AIRPTSA	0190710	AKONCA65		1480210	BAC 111
4570608	AIRPTSA	0190802	AKONCA65		1480218	BAC 111
4570610	AIRPTSA	0190902	AKONCA65		1480221	BAC 111
4570612	AIRPTSA	0190904	AKONCA65		1480264	BAC 111
4570614	AIRPTSA	0190906	AKONCA65		1480268	BAC 111
4570616	AIRPTSA	0190908	AKONCA65		1480270	BAC 111
4570618	AIRPTSA	0190910	AKONCA65		1480273	BAC 111
4570620	AIRPTSA	0190912	AKONCA65		1480277	BAC 111
4570622	AIRPTSA	0190914	AKONCA65		1480280	BAC 111
4570624	AIRPTSA	0190916	AKONCA65		1480283	BAC 111
0440102	AIRSPC18	0190918	AKONCA65		1121223	BAG B206
0440104	AIRSPC18	0191014	AKONCA65		1121224	BAG B206
9200202	AIRSPC18	0191016	AKONCA65		4230170	BAG DH125
0390101	AIRTRCAT300	0190302	AKONCAC3		1050100	BAL-KSPIKEFY
0390103	AIRTRCAT300	0190304	AKONCAC3		1050101	BAL-KSPIREFY
0390104	AIRTRCAT300	0191002	AKONCA058		1050103	BAL-KSPIREFY

TABLE D-1. SDR AIRCRAFT GROUP NAME - FAA MANUFACTURER/MODEL CODES
(CONTINUED)

FAA	SDR	FAA	SDR	FAA	SDR
1050104	BALWKSFIREFY	1150906	BEECH 18	1151212	BEECH 23
1050107	BALWKSFIREFY	1150907	BEECH 18	1151214	BEECH 23
1050109	BALWKSFIREFY	1150908	BEECH 18	1151215	BEECH 23
10501A9	BALWKSFIREFY	1150909	BEECH 18	1151216	BEECH 23
1152915	BEECH 100	1150910	BEECH 18	1151226	BEECH 23
1152916	BEECH 100	1150911	BEECH 18	1151230	BEECH 23
1152917	BEECH 100	1150912	BEECH 18	1151240	BEECH 23
1152919	BEECH 100	1150913	BEECH 18	1151242	BEECH 23
1150502	BEECH 17	1150914	BEECH 18	1151250	BEECH 23
1150504	BEECH 17	1150916	BEECH 18	1151252	BEECH 23
1150506	BEECH 17	1150918	BEECH 18	1151253	BEECH 23
1150508	BEECH 17	1150920	BEECH 18	1151254	BEECH 23
1150510	BEECH 17	1150922	BEECH 18	1151402	BEECH 33
1150512	BEECH 17	1150924	BEECH 18	1151404	BEECH 33
1150514	BEECH 17	1150926	BEECH 18	1151406	BEECH 33
1150516	BEECH 17	1150928	BEECH 18	1151408	BEECH 33
1150518	BEECH 17	1150930	BEECH 18	1151410	BEECH 33
1150520	BEECH 17	1150932	BEECH 18	1151414	BEECH 33
1150522	BEECH 17	1151001	BEECH 18	1151418	BEECH 33
1150524	BEECH 17	1151002	BEECH 18	1151422	BEECH 33
1150526	BEECH 17	1151004	BEECH 18	1151423	BEECH 33
1150528	BEECH 17	1151006	BEECH 18	1151424	BEECH 33
1150530	BEECH 17	1151007	BEECH 18	1151425	BEECH 33
1150532	BEECH 17	1151008	BEECH 18	1151432	BEECH 33
1150534	BEECH 17	1151009	BEECH 18	1151434	BEECH 33
1150536	BEECH 17	1151010	BEECH 18	1151435	BEECH 33
1150538	BEECH 17	1151011	BEECH 18	1151502	BEECH 35
1150540	BEECH 17	1151012	BEECH 18	1151504	BEECH 35
1150542	BEECH 17	1151013	BEECH 18	1151506	BEECH 35
1150544	BEECH 17	1151014	BEECH 18	1151508	BEECH 35
1150546	BEECH 17	1151015	BEECH 18	1151510	BEECH 35
1150548	BEECH 17	1151016	BEECH 18	1151512	BEECH 35
1150550	BEECH 17	1151018	BEECH 18	1151514	BEECH 35
1150552	BEECH 17	1151019	BEECH 18	1151516	BEECH 35
1150554	BEECH 17	1151020	BEECH 18	1151518	BEECH 35
1150556	BEECH 17	1151021	BEECH 18	1151520	BEECH 35
1150558	BEECH 17	1151022	BEECH 18	1151522	BEECH 35
1150560	BEECH 17	1151023	BEECH 18	1151524	BEECH 35
1150562	BEECH 17	1151024	BEECH 18	1151526	BEECH 35
1150564	BEECH 17	1151026	BEECH 18	1151528	BEECH 35
1150202	BEECH 18	1151040	BEECH 18	1151530	BEECH 35
1150204	BEECH 18	1151042	BEECH 18	1151532	BEECH 35
1150602	BEECH 18	1151044	BEECH 18	1151538	BEECH 35
1150604	BEECH 18	1151046	BEECH 18	1151540	BEECH 35
1150702	BEECH 18	1151048	BEECH 18	1151544	BEECH 35
1150704	BEECH 18	1151050	BEECH 18	1151546	BEECH 35
1150706	BEECH 18	1151102	BEECH 18	1151548	BEECH 35
1150708	BEECH 18	1152920	BEECH 200	1151550	BEECH 35
1150710	BEECH 18	1152921	BEECH 200	1151602	BEECH 36
1150712	BEECH 18	1152922	BEECH 200	1151603	BEECH 36
1150802	BEECH 18	1152924	BEECH 200	1151604	BEECH 36
1150804	BEECH 18	1152926	BEECH 200	1151605	BEECH 36
1150806	BEECH 18	1152928	BEECH 200	1151606	BEECH 36
1150808	BEECH 18	1151202	BEECH 23	1151607	BEECH 36
1150902	BEECH 18	1151204	BEECH 23	1152002	BEECH 45
1150904	BEECH 18	1151208	BEECH 23		

TABLE D-1. SDR AIRCRAFT GROUP NAME - FAA MANUFACTURER/MODEL CODES
(CONTINUED)

<u>FAA</u>	<u>SDR</u>	<u>FAA</u>	<u>SDR</u>	<u>FAA</u>	<u>SDR</u>
1152004 BEECH 45		1152912 BEECH 90		118084G BELL	47
1152006 BEECH 45		1152913 BEECH 90		118084H BELL	47
1152008 BEECH 45		1152914 BEECH 90		118084K BELL	47
1152010 BEECH 45		1153409 BEECH 90		118084M BELL	47
1152012 BEECH 45		1153402 BEECH 95		118084P BELL	47
1152013 BEECH 45		1153404 BEECH 95		118084R BELL	47
1152014 BEECH 45		1153406 BEECH 95		118084V BELL	47
1152015 BEECH 45		1153408 BEECH 95		118090Z BELL	47
1152016 BEECH 45		1153410 BEECH 95		1180904 BELL	47
1152502 BEECH 50		1153802 BEECH 99		1181001 BELL	47
1152504 BEECH 50		1154002 BEECH 99		1181002 BELL	47
1152506 BEECH 50		1154004 BEECH 99		1181003 BELL	47
1152508 BEECH 50		1154006 BEECH 99		1181004 BELL	47
1152510 BEECH 50		1161402 BELL	204	1181005 BELL	47
1152512 BEECH 50		1181404 BELL	204	1181006 BELL	47
1152514 BEECH 50		1181405 BELL	204	1181007 BELL	47
1152516 BEECH 50		1181408 BELL	204	1181008 BELL	47
1152518 BEECH 50		1181410 BELL	204	1181009 BELL	47
1152520 BEECH 50		1181411 BELL	204	118100V BELL	47
1152522 BEECH 50		9680101 BELL	204	1181010 BELL	47
1152524 BEECH 50		9680102 BELL	204	1181011 BELL	47
1152526 BEECH 50		1181502 BELL	206	1181012 BELL	47
1152528 BEECH 50		1181503 BELL	206	1181013 BELL	47
1152530 BEECH 50		1181504 BELL	206	1181014 BELL	47
1152532 BEECH 50		1181506 BELL	206	1181016 BELL	47
1152534 BEECH 50		1181508 BELL	206	1181018 BELL	47
1152536 BEECH 50		1181510 BELL	206	1181020 BELL	47
1152702 BEECH 55		1181511 BELL	206	1181022 BELL	47
1152704 BEECH 55		1181512 BELL	206	1181023 BELL	47
1152706 BEECH 55		1181522 BELL	206	1181024 BELL	47
1152708 BEECH 55		1181579 BELL	206	1181025 BELL	47
1152728 BEECH 55		1182107 BELL	206	1181026 BELL	47
1152729 BEECH 55		1181420 BELL	212	1181027 BELL	47
1152730 BEECH 55		1182122 BELL	222	1181028 BELL	47
1152732 BEECH 55		1182202 BELL	412	1181029 BELL	47
1152736 BEECH 56		1180602 BELL	47	1181030 BELL	47
1152738 BEECH 56		1180603 BELL	47	1181031 BELL	47
1152740 BEECH 58		1180604 BELL	47	1181032 BELL	47
1152744 BEECH 58		1180606 BELL	47	1181033 BELL	47
1152746 BEECH 58		1180702 BELL	47	1181034 BELL	47
1153602 BEECH 60		1180704 BELL	47	118103M BELL	47
1153604 BEECH 60		1180802 BELL	47	118103Z BELL	47
1153605 BEECH 60		1180804 BELL	47	1181060 BELL	47
1152802 BEECH 65		1180806 BELL	47	1181063 BELL	47
1152803 BEECH 65		1180808 BELL	47	1181064 BELL	47
1152804 BEECH 65		1180810 BELL	47	1181065 BELL	47
1152805 BEECH 65		1180811 BELL	47	1181066 BELL	47
1153005 BEECH 70		1180812 BELL	47	1181067 BELL	47
1153007 BEECH 77		1180813 BELL	47	1181068 BELL	47
1152806 BEECH 80		1180814 BELL	47	1181070 BELL	47
1152807 BEECH 80		1180816 BELL	47	1181071 BELL	47
1152808 BEECH 80		1180820 BELL	47	1181073 BELL	47
1152809 BEECH 80		1180822 BELL	47	1181102 BELL	47
1152812 BEECH 80		1180843 BELL	47	1181103 BELL	47
1152814 BEECH 80		1180844 BELL	47	1181104 BELL	47
1153010 BEECH 80		1180845 BELL	47	1181106 BELL	47
1152902 BEECH 90		1180846 BELL	47	1181202 BELL	47
1152904 BEECH 90		118084C BELL	47	1181310 BELL	47
1152907 BEECH 90		118084D BELL	47	1181403 BELL	47
1152908 BEECH 90		118084E BELL	47	1181585 BELL	47
1152909 BEECH 90		118084F BELL	47	2390202 BELL	47

TABLE D-1. SDR AIRCRAFT GROUP NAME - FAA MANUFACTURER/MODEL CODES
(CONTINUED)

<u>FAA</u>	<u>SDR</u>	<u>FAA</u>	<u>SDR</u>	<u>FAA</u>	<u>SDR</u>
8930103	BELL 47	2110132	BLANCA7	7080221	BNORM BN2
0191102	BLANCA11	2110133	BLANCA7	7080227	BNORM BN2
0191104	BLANCA11	2110134	BLANCA7	1383601	BOEING707
0191106	BLANCA11	2110136	BLANCA7	1383602	BOEING707
0191108	BLANCA11	2110138	BLANCA7	1383604	BOEING707
0191110	BLANCA11	2110140	BLANCA7	1383605	BOEING707
0191112	BLANCA11	2110142	BLANCA7	1383606	BOEING707
9140404	BLANCA11	2110144	BLANCA7	1383608	BOEING707
9140408	BLANCA11	2110146	BLANCA7	1383609	BOEING707
1201002	BLANCA1413	2110148	BLANCA7	138360C	BOEING707
1201004	BLANCA1413	2110150	BLANCA7	138360F	BOEING707
1201006	BLANCA1413	2110152	BLANCA7	138360H	BOEING707
1201008	BLANCA1413	2110154	BLANCA7	138360K	BOEING707
1220402	BLANCA1419	2110156	BLANCA7	138360N	BOEING707
1220404	BLANCA1419	2110158	BLANCA7	138360P	BOEING707
1220406	BLANCA1419	2110160	BLANCA7	138360R	BOEING707
1220408	BLANCA1419	2110162	BLANCA7	138360T	BOEING707
3080102	BLANCA1419	2110164	BLANCA7	138360V	BOEING707
3080104	BLANCA1419	2110166	BLANCA7	138360X	BOEING707
3080106	BLANCA1419	2110168	BLANCA7	1383610	BOEING707
3080108	BLANCA1419	2110170	BLANCA7	1383612	BOEING707
3080112	BLANCA1419	2110172	BLANCA7	1383614	BOEING707
3080114	BLANCA1419	2110174	BLANCA7	1383616	BOEING707
3080116	BLANCA1419	2110176	BLANCA7	1383618	BOEING707
3080118	BLANCA1419	21101M2	BLANCA7	138361C	BOEING707
3080122	BLANCA1419	21101M6	BLANCA7	138365B	BOEING707
3080124	BLANCA1419	21101MA	BLANCA7	138365D	BOEING707
3080126	BLANCA1419	21101MF	BLANCA7	138365F	BOEING707
3080128	BLANCA1419	21101ML	BLANCA7	138365H	BOEING707
4580802	BLANCA1419	21101MR	BLANCA7	138365K	BOEING707
4580804	BLANCA1419	21101MW	BLANCA7	1383660	BOEING707
4580806	BLANCA1419	21101N2	BLANCA7	1383663	BOEING707
4580808	BLANCA1419	21101N7	BLANCA7	1383668	BOEING707
1220432	BLANCA17	21101N8	BLANCA7	1383668	BOEING707
1220433	BLANCA17	21101NB	BLANCA7	138366C	BOEING707
1220434	BLANCA17	21101NG	BLANCA7	138366D	BOEING707
1220435	BLANCA17	21101NM	BLANCA7	138366F	BOEING707
1220436	BLANCA17	21101NN	BLANCA7	138366H	BOEING707
1220437	BLANCA17	21101NS	BLANCA7	138366K	BOEING707
1220940	BLANCA17	21101NA	BLANCA7	138366M	BOEING707
0190107	BLANCA7	21101P3	BLANCA7	138366P	BOEING707
1220438	BLANCA7	21101PC	BLANCA7	1383677	BOEING707
1220460	BLANCA7	21101PH	BLANCA7	138367A	BOEING707
1220501	BLANCA7	21101PK	BLANCA7	138367B	BOEING707
1220601	BLANCA7	21101PN	BLANCA7	138367C	BOEING707
1220701	BLANCA7	21101PT	BLANCA7	138367D	BOEING707
2110102	BLANCA7	21101PY	BLANCA7	138367E	BOEING707
2110104	BLANCA7	1220801	BLANCA8	138367F	BOEING707
2110106	BLANCA7	1220803	BLANCA8	138367G	BOEING707
2110108	BLANCA7	1520202	BNORM BN2	138367H	BOEING707
2110110	BLANCA7	1520204	BNORM BN2	138367J	BOEING707
2110112	BLANCA7	1520206	BNORM BN2	138367K	BOEING707
2110114	BLANCA7	1520207	BNORM BN2	138367L	BOEING707
2110116	BLANCA7	1520209	BNORM BN2	138367M	BOEING707
2110118	BLANCA7	1520210	BNORM BN2	138367N	BOEING707
2110120	BLANCA7	1520215	BNORM BN2	138367P	BOEING707
2110122	BLANCA7	1520220	BNORM BN2	138367Q	BOEING707
2110124	BLANCA7	1520221	BNORM BN2	138367K	BOEING707
2110126	BLANCA7	1520226	BNORM BN2	138367S	BOEING707
2110128	BLANCA7	1520227	BNORM BN2	138367T	BOEING707
2110130	BLANCA7	1520302	BNORM BN2	138367U	BOEING707

TABLE D-1. SDR AIRCRAFT GROUP NAME - FAA MANUFACTURER/MODEL CODES
(CONTINUED)

<u>FAA</u>	<u>SDR</u>	<u>FAA</u>	<u>SDR</u>	<u>FAA</u>	<u>SDR</u>
138367V	BOEING707	1384030	BOEING727	1384454	BOEING737
138367W	BOEING707	1384032	BOEING727	1384457	BOEING737
138367X	BOEING707	1384035	BOEING727	1384458	BOEING737
138367Y	BOEING707	1384037	BOEING727	1384459	BOEING737
138368B	BOEING707	1384041	BOEING727	1384460	BOEING737
138368D	BOEING707	1384043	BOEING727	1384461	BOEING737
138368F	BOEING707	1384044	BOEING727	1384466	BOEING737
138368H	BOEING707	1384046	BOEING727	1384469	BOEING737
138368K	BOEING707	1384048	BOEING727	138446R	BOEING737
138368M	BOEING707	138404V	BOEING727	1384473	BOEING737
138369R	BOEING707	138404Z	BOEING727	1384476	BOEING737
138370J	BOEING707	1384056	BOEING727	1384477	BOEING737
1383706	BOEING707	1384057	BOEING727	1384478	BOEING737
1383802	BOEING720	1384058	BOEING727	1384479	BOEING737
1383804	BOEING720	1384059	BOEING727	1384480	BOEING737
1383810	BOEING720	1384063	BOEING727	1384484	BOEING737
1383814	BOEING720	1384067	BOEING727	1384488	BOEING737
1383818	BOEING720	138406G	BOEING727	138448A	BOEING737
1383822	BOEING720	138406N	BOEING727	1384488	BOEING737
1383826	BOEING720	1384071	BOEING727	138448C	BOEING737
1383830	BOEING720	1384073	BOEING727	138448D	BOEING737
1383841	BOEING720	1384074	BOEING727	138448E	BOEING737
1383845	BOEING720	1384075	BOEING727	138448F	BOEING737
1383849	BOEING720	1384076	BOEING727	138448G	BOEING737
1383853	BOEING720	1384077	BOEING727	138448J	BOEING737
1383857	BOEING720	1384078	BOEING727	138448M	BOEING737
1383861	BOEING720	1384079	BOEING727	138448N	BOEING737
1383865	BOEING720	138407E	BOEING727	138448P	BOEING737
1383869	BOEING720	138407F	BOEING727	138448R	BOEING737
1383873	BOEING720	138407G	BOEING727	138448S	BOEING737
1383877	BOEING720	138407K	BOEING727	138448T	BOEING737
1384001	BOEING727	138407L	BOEING727	138448V	BOEING737
1384002	BOEING727	138407M	BOEING727	138448W	BOEING737
1384003	BOEING727	138407N	BOEING727	138448Y	BOEING737
1384004	BOEING727	138407P	BOEING727	1384492	BOEING737
1384005	BOEING727	138407Q	BOEING727	1384494	BOEING737
1384006	BOEING727	138407K	BOEING727	1384801	BOEING747
1384008	BOEING727	138407S	BOEING727	1384802	BOEING747
1384008	BUEING727	138407T	BOEING727	1384803	BOEING747
138400C	BOEING727	138407W	BOEING727	1384804	BOEING747
138400E	BOEING727	138407Z	BOEING727	1384811	BOEING747
138400F	BOEING727	1384080	BOEING727	1384812	BOEING747
138400G	BOEING727	1384082	BOEING727	1384813	BOEING747
138400H	BCEING727	1384084	BOEING727	1384814	BOEING747
138400J	BOEING727	1384088	BOEING727	1384815	BOEING747
138400K	BOEING727	138408D	BOEING727	138481A	BOEING747
138400M	BOEING727	138408F	BOEING727	1384820	BOEING747
1384010	BOEING727	138408H	BOEING727	1384830	BOEING747
1384011	BOEING727	138408J	BOEING727	1384849	BOEING747
1384012	BOEING727	138408L	BOEING727	1384856	BOEING747
1384013	BOEING727	138408M	BOEING727	1384866	BOEING747
1384014	BOEING727	138408N	BOEING727	1384867	BOEING747
1384015	BOEING727	138408W	BOEING727	1384868	BOEING747
1384016	BOEING727	138408X	BOEING727	1384869	BOEING747
1384017	BOEING727	13840A2	BOEING727	1384871	BOEING747
1384018	BOEING727	13840AY	BOEING727	1384872	BOEING747
1384019	BOEING727	1384402	BOEING737	1384873	BOEING747
1384025	BOEING727	1384404	BOEING737	1384874	BOEING747
1384027	BOEING727	1384435	BOEING737	1384880	BOEING747
1384028	BOEING727	1384438	BOEING737	1384881	BOEING747
138402C	BOEING727	1384453	BOEING737	1384882	BOEING747

TABLE D-1. SDR AIRCRAFT GROUP NAME - FAA MANUFACTURER/MODEL CODES
(CONTINUED)

<u>FAA</u>	<u>SDR</u>	<u>FAA</u>	<u>SDR</u>	<u>FAA</u>	<u>SDR</u>
1384883	BOEING747	4490102	BRASOVIS28	2072421	CESSNA172
1384885	BOEING747	1461202	BKWSTRFLEET2	2072424	CESSNA172
1384886	BOEING747	1461204	BKWSTRFLEET2	2072425	CESSNA172
1384888	BOEING747	1461502	BKWSTRFLEET7	2072426	CESSNA172
1384889	BOEING747	1461504	BKWSTRFLEET7	2072428	CESSNA172
1384890	BOEING747	1461506	BKWSTRFLEET7	2072429	CESSNA172
1384891	BOEING747	1461512	BKWSTRFLEET7	2072430	CESSNA172
1384892	BOEING747	1461514	BKWSTRFLEET7	2072431	CESSNA172
1384893	BOEING747	1461516	BKWSTRFLEET7	2072432	CESSNA172
1384894	BOEING747	1590104	BUKER 131	2072434	CESSNA172
1384895	BOEING747	1590114	BUKER 131	2072436	CESSNA172
1384896	BOEING747	1880104	CAMKUNMODELO	2072438	CESSNA172
1384897	BOEING747	1880106	CAMKUNMODELO	2072443	CESSNA172
1384898	BOEING747	1880108	CAMRONMODELO	2072502	CESSNA175
1384899	BOEING747	1880110	CAMRUNMODELO	2072504	CESSNA175
1384901	BOEING747	1880112	CAMRONMODELO	2072506	CESSNA175
1384902	BOEING747	1880113	CAMRUNMODELO	2072508	CESSNA175
1384903	BOEING747	1880120	CAMRUNMODELO	2073704	CESSNA177
1380102	BOEING75	1880122	CAMRUNMODELO	2073706	CESSNA177
1380104	BOEING75	1880201	CAMRUNMODELU	2073708	CESSNA177
1380106	BOEING75	1880202	CAMRONMODELO	2073709	CESSNA177
1380108	BOEING75	1880203	CAMRUNMODELO	2072602	CESSNA180
1380110	BOEING75	1880204	CAMRUNMODELU	2072604	CESSNA180
1380112	BOEING75	1880225	CAMRONMODELO	2072606	CESSNA180
1380114	BOEING75	2071402	CESSNA120	2072608	CESSNA180
1380116	BOEING75	2071602	CESSNA140	2072610	CESSNA180
1380118	BOEING75	2071604	CESSNA140	2072612	CESSNA180
1380120	BOEING75	2071802	CESSNA150	2072614	CESSNA180
1380121	BOEING75	2071804	CESSNA150	2072616	CESSNA180
1380122	BOEING75	2071806	CESSNA150	2072618	CESSNA180
1380124	BOEING75	2071808	CESSNA150	2072622	CESSNA180
1380128	BOEING75	2071810	CESSNA150	2072624	CESSNA180
1380130	BOEING75	2071812	CESSNA150	2072702	CESSNA182
1380131	BOEING75	2071814	CESSNA150	2072704	CESSNA182
1380132	BOEING75	2071816	CESSNA150	2072706	CESSNA182
1380134	BOEING75	2071818	CESSNA150	2072708	CESSNA182
1380136	BOEING75	2071820	CESSNA150	2072710	CESSNA182
1380137	BOEING75	2071822	CESSNA150	2072712	CESSNA182
1380138	BOEING75	2071824	CESSNA150	2072714	CESSNA182
1380140	BOEING75	2071826	CESSNA150	2072716	CESSNA182
1380142	BOEING75	2071828	CESSNA150	2072718	CESSNA182
1380144	BOEING75	2071830	CESSNA150	2072722	CESSNA182
1380146	BOEING75	2071831	CESSNA150	2072724	CESSNA182
1380148	BOEING75	2071835	CESSNA150	2072726	CESSNA182
1380150	BOEING75	2071836	CESSNA150	2072728	CESSNA182
1380152	BOEING75	2072302	CESSNA170	2072730	CESSNA182
1380154	BOEING75	2072304	CESSNA170	2072731	CESSNA182
1406006	BOLKMS105	2072306	CESSNA170	2072732	CESSNA182
5626005	BOLKMS105	2072202	CESSNA172	2072734	CESSNA182
5626006	BOLKMS105	2072402	CESSNA172	2072735	CESSNA182
1500204	BRAERUDH125	2072404	CESSNA172	2072736	CESSNA182
1500205	BRAERUDH125	2072406	CESSNA172	2075802	CESSNA182
4230101	BRAERUDH125	2072408	CESSNA172	2075806	CESSNA182
4230106	BRAERODH125	2072410	CESSNA172	2075814	CESSNA182
4230110	BRAERODH125	2072412	CESSNA172	2075816	CESSNA182
4230126	BRAERUDH125	2072413	CESSNA172	2072802	CESSNA185
4230138	BRAERUDH125	2072414	CESSNA172	2072804	CESSNA185
4230139	BRAERUDH125	2072416	CESSNA172	2072806	CESSNA185
423013P	BRAERUDH125	2072417	CESSNA172	2072808	CESSNA185
4230140	BRAERUDH125	2072418	CESSNA172	2072812	CESSNA185
4230158	BRAERUDH125	2072420	CESSNA172	2072816	CESSNA185

TABLE D-1. SDR AIRCRAFT GROUP NAME - FAA MANUFACTURER/MODEL CODES
(CONTINUED)

<u>FAA</u>	<u>SDR</u>	<u>FAA</u>	<u>SDR</u>	<u>FAA</u>	<u>SDR</u>
2072818	CESSNA185	2073414	CESSNA210	2074502	CESSNA320
2072820	CESSNA185	2073416	CESSNA210	2074504	CESSNA320
2072821	CESSNA185	2073418	CESSNA210	2074506	CESSNA320
2073002	CESSNA188	2073422	CESSNA210	2074508	CESSNA320
2073004	CESSNA188	2073430	CESSNA210	2074510	CESSNA320
2073005	CESSNA188	2073432	CESSNA210	2074512	CESSNA320
2073006	CESSNA188	2073436	CESSNA210	2074514	CESSNA320
2073007	CESSNA188	2073438	CESSNA210	2074516	CESSNA320
2073008	CESSNA188	2073439	CESSNA210	2075601	CESSNA335
2073010	CESSNA188	2073440	CESSNA210	2075602	CESSNA336
2073011	CESSNA188	2073446	CESSNA210	2075702	CESSNA337
2073012	CESSNA188	2073447	CESSNA210	2075703	CESSNA337
2072902	CESSNA190	2073448	CESSNA210	2075704	CESSNA337
2073102	CESSNA195	2073449	CESSNA210	2075706	CESSNA337
2073104	CESSNA195	2073450	CESSNA210	2075707	CESSNA337
2073106	CESSNA195	2073451	CESSNA210	2075708	CESSNA337
2073108	CESSNA195	2073453	CESSNA210	2075712	CESSNA337
2073110	CESSNA195	2073454	CESSNA210	2075714	CESSNA337
2073112	CESSNA195	2073456	CESSNA210	2075717	CESSNA337
2073302	CESSNA206	2073902	CESSNA305	2075719	CESSNA337
2073304	CESSNA206	2074001	CESSNA305	2075721	CESSNA337
2073306	CESSNA206	2074002	CESSNA305	2075723	CESSNA337
2073308	CESSNA206	2074003	CESSNA305	2075724	CESSNA337
2073309	CESSNA206	2074004	CESSNA305	2075725	CESSNA337
2073310	CESSNA206	2074005	CESSNA305	2075726	CESSNA337
2073311	CESSNA206	2074006	CESSNA305	2075727	CESSNA337
2073312	CESSNA206	2074008	CESSNA305	2075730	CESSNA337
2073313	CESSNA206	2074010	CESSNA305	2075731	CESSNA337
2073316	CESSNA206	2074012	CESSNA305	2075732	CESSNA337
2073317	CESSNA206	2074014	CESSNA305	2075733	CESSNA337
2073318	CESSNA206	2074016	CESSNA305	2076404	CESSNA40
2073319	CESSNA206	2074018	CESSNA305	2076405	CESSNA40
2073322	CESSNA206	2074028	CESSNA305	207590C	CESSNA401
2073324	CESSNA206	2074030	CESSNA305	207590D	CESSNA401
2073332	CESSNA206	2074032	CESSNA305	207590E	CESSNA401
2073333	CESSNA206	207408D	CESSNA305	207590K	CESSNA402
2073334	CESSNA206	207408E	CESSNA305	207590L	CESSNA402
2073338	CESSNA206	207408K	CESSNA305	207590M	CESSNA402
2073340	CESSNA206	2074202	CESSNA310	207590P	CESSNA402
2073342	CESSNA206	2074204	CESSNA310	207590R	CESSNA402
2073344	CESSNA206	2074206	CESSNA310	2075901	CESSNA404
2073346	CESSNA206	2074208	CESSNA310	2075902	CESSNA411
2073348	CESSNA206	2074210	CESSNA310	2075904	CESSNA411
2073350	CESSNA206	2074212	CESSNA310	2075907	CESSNA414
2073352	CESSNA206	2074214	CESSNA310	2075908	CESSNA414
2073353	CESSNA206	2074216	CESSNA310	2076010	CESSNA421
2073356	CESSNA206	2074218	CESSNA310	2076012	CESSNA421
2073357	CESSNA206	2074220	CESSNA310	2076014	CESSNA421
2073602	CESSNA207	2074222	CESSNA310	2076016	CESSNA421
2073604	CESSNA207	2074224	CESSNA310	2076018	CESSNA425
2073612	CESSNA207	2074226	CESSNA310	2076020	CESSNA441
2073614	CESSNA207	2074228	CESSNA310	2076602	CESSNA500
2073202	CESSNA210	2074230	CESSNA310	2076604	CESSNA500
2073204	CESSNA210	2074234	CESSNA310	2071302	CESSNAT50
2073402	CESSNA210	2074236	CESSNA310	2071304	CESSNAT50
2073403	CESSNA210	2074238	CESSNA310	2071305	CESSNAT50
2073404	CESSNA210	2074240	CESSNA310	2071306	CESSNAT50
2073406	CESSNA210	2074242	CESSNA310	2071307	CESSNAT50
2073408	CESSNA210	2074244	CESSNA310	2071308	CESSNAT50
2073410	CESSNA210	2074245	CESSNA310	2070902	CESSNAUC94
2073412	CESSNA210	2074246	CESSNA310	2071002	CESSNAUC94

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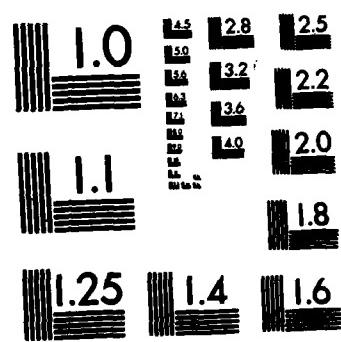
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TABLE D-1. SDR AIRCRAFT GROUP NAME - FAA MANUFACTURER/MODEL CODES
(CONTINUED)

<u>FAA</u>	<u>SDR</u>	<u>FAA</u>	<u>SDR</u>	<u>FAA</u>	<u>SDR</u>
2071102	CESSNAUC94	2621404	CURTISTRVAIR	2422646	CVAC 240
2071104	CESSNAUC94	2621406	CURTISTRVAIR	2422647	CVAC 240
0110201	CHILD S2	2621408	CURTISTRVAIR	2422648	CVAC 240
2370602	COMMTH185	2621502	CURTISTRVAIR	2422702	CVAC 340
2370604	COMMTH185	2621504	CURTISTRVAIR	2422704	CVAC 340
2370608	CUMMTH185	2621506	CURTISTRVAIR	2422706	CVAC 340
2400102	CUNAERLA4	2621508	CURTISTRVAIR	2422708	CVAC 340
2400108	CUNAERLA4	2621602	CURTISTRVAIR	242270A	CVAC 340
2400110	CUNAERLA4	2621604	CURTISTRVAIR	242270H	CVAC 340
5110102	CUNAERLA4	2621606	CURTISTRVAIR	2422712	CVAC 340
5110104	CUNAERLA4	2621608	CURTISTRVAIR	2422714	CVAC 340
5110202	CUNAERLA4	2621702	CURTISTRVAIR	2422716	CVAC 340
5110204	CUNAERLA4	2621704	CURTISTRVAIR	2422718	CVAC 340
5110302	CUNAERLA4	2621802	CURTISTRVAIR	2422742	CVAC 340
5110304	CUNAERLA4	2621804	CURTISTRVAIR	2420202	CVAC BT13
5110306	CUNAERLA4	2621806	CURTISTRVAIR	2420204	CVAC BT13
5110308	CUNAERLA4	2621808	CURTISTRVAIR	2420206	CVAC BT13
5110310	CUNAERLA4	2621810	CURTISTRVAIR	2420208	CVAC BT13
5110312	CUNAERLA4	2621812	CURTISTRVAIR	2420210	CVAC BT13
5110314	CUNAERLA4	2621814	CURTISTRVAIR	2420222	CVAC BT13
5110316	CUNAERLA4	2621816	CURTISTRVAIR	2420224	CVAC BT13
5110320	CUNAERLA4	2621818	CURTISTRVAIR	2420226	CVAC BT13
2622601	CURTISC46	2621820	CURTISTRVAIR	2420228	CVAC BT13
2622602	CURTISC46	2621822	CURTISTRVAIR	2420230	CVAC BT13
2622604	CURTISC46	2621824	CURTISTRVAIR	2420702	CVAC L13
2622606	CURTISC46	2621826	CURTISTRVAIR	2420704	CVAC L13
2622608	CURTISC46	2621828	CURTISTRVAIR	2420706	CVAC L13
2622610	CURTISC46	2621830	CURTISTRVAIR	*STC580	CVAC STC580
2622624	CURTISC46	2621832	CURTISTRVAIR	2422801	CVAC STC580
2622701	CURTISC46	2621902	CURTISTRVAIR	2422802	CVAC STC580
2622702	CURTISC46	2621904	CURTISTRVAIR	2422804	CVAC STC580
2622704	CURTISC46	2621906	CURTISTRVAIR	2422806	CVAC STC580
2622706	CURTISC46	2621908	CURTISTRVAIR	2423001	CVAC STC580
2622708	CURTISC46	2423302	CVAC 22	2423002	CVAC STC580
2622710	CURTISC46	2423304	CVAC 22	2700102	DART G
2622750	CURTISC46	3790104	CVAC 22	2700104	DAKT G
2620502	CURTISJK	2422601	CVAC 240	2700106	DAKT G
2620802	CURTISROBIN	2422602	CVAC 240	2700108	DAKT G
2620804	CURTISROBIN	2422604	CVAC 240	2801702	DHAV DMC1
2620806	CURTISROBIN	2422606	CVAC 240	2801704	DHAV DMC1
2620808	CURTISROBIN	2422608	CVAC 240	2801712	DHAV DMC1
2620810	CURTISROBIN	2422610	CVAC 240	2801714	DHAV DMC1
2620812	CURTISROBIN	2422612	CVAC 240	2801716	DHAV DMC1
2620814	CURTISROBIN	2422614	CVAC 240	2801736	DHAV DMC1
2621002	CURTISTRVAIR	2422616	CVAC 240	2801738	DHAV DMC1
2621004	CURTISTRVAIR	2422618	CVAC 240	2801739	DHAV DMC1
2621006	CURTISTRVAIR	2422620	CVAC 240	*DHC2	DHAV DMC2
2621008	CURTISTRVAIR	2422622	CVAC 240	2800102	DHAV DMC2
2621010	CURTISTRVAIR	2422624	CVAC 240	2800103	DHAV DMC2
2621012	CURTISTRVAIR	2422626	CVAC 240	2800104	DHAV DMC2
2621102	CURTISTRVAIR	2422628	CVAC 240	2800105	DHAV DMC2
2621104	CURTISTRVAIR	2422630	CVAC 240	2800106	DHAV DMC2
2621106	CURTISTRVAIR	2422632	CVAC 240	2800107	DHAV DMC2
2621108	CURTISTRVAIR	2422633	CVAC 240	2800108	DHAV DMC2
2621202	CURTISTRVAIR	2422634	CVAC 240	2800109	DHAV DMC2
2621204	CURTISTRVAIR	2422636	CVAC 240	2800115	DHAV DMC2
2621302	CURTISTRVAIR	2422638	CVAC 240	2801830	DHAV DMC2
2621304	CURTISTRVAIR	2422640	CVAC 240	2801832	DHAV DMC2
2621306	CURTISTRVAIR	2422642	CVAC 240	*DHC6	DHAV DMC6
2621308	CURTISTRVAIR	2422644	CVAC 240	2802606	DHAV DMC6
2621402	CURTISTRVAIR	2422645	CVAC 240	2802610	DHAV DMC6

TABLE D-1. SDR AIRCRAFT GROUP NAME - FAA MANUFACTURER/MODEL CODES
(CONTINUED)

<u>FAA</u>	<u>SDR</u>	<u>FAA</u>	<u>SDR</u>	<u>FAA</u>	<u>SDR</u>
2802620	DHAV	DHC6	3021458	DOUG	DC3
2802630	DHAV	DHC6	3021459	DOUG	DC3
2801000	DHAVXXDH82		3021460	DOUG	DC3
2801002	DHAVXXDH82		3021461	DOUG	DC3
2801006	DHAVXXDH82		3021462	DOUG	DC3
2801020	DHAVXXDH82		3021463	DOUG	DC3
3020502	DOUG	A26	3021464	DOUG	DC3
3020504	DOUG	A26	3021466	DOUG	DC3
3020506	DOUG	A26	3021467	DOUG	DC3
3020510	DOUG	A26	3021468	DOUG	DC3
3020512	DOUG	A26	3021469	DOUG	DC3
3020514	DOUG	A26	302146T	DOUG	DC3
3020516	DOUG	A26	302146X	DOUG	DC3
3020518	DOUG	A26	302146Y	DOUG	DC3
3020524	DOUG	A26	302146Z	DOUG	DC3
3020525	DOUG	A26	3021470	DOUG	DC3
3020526	DOUG	A26	3021471	DOUG	DC3
3020527	DOUG	A26	3021472	DOUG	DC3
3021401	DOUG	DC3	3021473	DOUG	DC3
3021402	DOUG	DC3	3021474	DOUG	DC3
3021404	DOUG	DC3	3021476	DOUG	DC3
3021406	DOUG	DC3	3021478	DOUG	DC3
3021410	DOUG	DC3	302147M	DOUG	DC3
3021412	DOUG	DC3	3021480	DOUG	DC3
3021414	DOUG	DC3	3021502	DOUG	DC4
3021416	DOUG	DC3	3021504	DOUG	DC4
3021418	DOUG	DC3	3021506	DOUG	DC4
3021420	DOUG	DC3	3021508	DOUG	DC4
3021422	DOUG	DC3	3021510	DOUG	DC4
3021424	DOUG	DC3	3021512	DOUG	DC4
3021425	DOUG	DC3	3021514	DOUG	DC4
3021426	DOUG	DC3	3021516	DOUG	DC4
3021427	DOUG	DC3	3021518	DOUG	DC4
3021428	DOUG	DC3	3021520	DOUG	DC4
3021429	DOUG	DC3	3021522	DOUG	DC4
3021430	DOUG	DC3	3021524	DOUG	DC4
3021431	DOUG	DC3	3021526	DOUG	DC4
3021432	DOUG	DC3	3021528	DOUG	DC4
3021433	DOUG	DC3	3021530	DOUG	DC4
3021434	DOUG	DC3	3021532	DOUG	DC4
3021436	DOUG	DC3	3021534	DOUG	DC4
3021438	DOUG	DC3	3021536	DOUG	DC4
3021439	DOUG	DC3	3021537	DOUG	DC4
3021440	DOUG	DC3	3021538	DOUG	DC4
3021441	DOUG	DC3	3021702	DOUG	DC6
3021442	DOUG	DC3	3021706	DOUG	DC6
3021443	DOUG	DC3	3021708	DOUG	DC6
3021444	DOUG	DC3	3021710	DOUG	DC6
3021445	DOUG	DC3	3021712	DOUG	DC6
3021446	DOUG	DC3	3021714	DOUG	DC6
3021447	DOUG	DC3	3021802	DOUG	DC7
3021448	DOUG	DC3	3021804	DOUG	DC7
3021449	DOUG	DC3	3021805	DOUG	DC7
3021450	DOUG	DC3	3021806	DOUG	DC7
3021451	DOUG	DC3	3021807	DOUG	DC7
3021452	DOUG	DC3	3021808	DOUG	DC7
3021453	DOUG	DC3	3021901	DOUG	DC8
3021454	DOUG	DC3	3021902	DOUG	DC8
3021455	DOUG	DC3	3021904	DOUG	DC8
3021456	DOUG	DC3	3021906	DOUG	DC8
3021457	DOUG	DC3	3021908	DOUG	DC8

TABLE D-1. SDR AIRCRAFT GROUP NAME - FAA MANUFACTURER/MODEL CODES
(CONTINUED)

FAA	SDR	FAA	SDR	FAA	SDR
302206C	DOUG DC9	3370516	FRCHLD24	3910104	GRTLKS2T1
302206E	DOUG DC9	3370518	FRCHLD24	3910106	GRTLKS2T1
302207A	DOUG DC9	3370520	FRCHLD24	3910107	GRTLKS2T1
302207C	DOUG DC9	3370602	FRCHLD24	3910108	GRTLKS2T1
302207D	DOUG DC9	3370604	FRCHLD24	3950306	GRUMANTBM
302207N	DOUG DC9	3370606	FRCHLD24	3950308	GRUMANTBM
302207P	DOUG DC9	3370608	FRCHLD24	3950310	GRUMANTBM
3022080	DOUG DC9	3370610	FRCHLD24	0630820	GRUMAVAA1
3022081	DOUG DC9	3370612	FRCHLD24	0631202	GRUMAVAA1
3022082	DOUG DC9	3370614	FRCHLD24	0632001	GRUMAVAA1
5760102	EIRVON20	3370616	FRCHLD24	3960100	GRUMAVAA1
5760104	EIRVON20	3370618	FRCHLD24	3960101	GRUMAVAA1
5760202	EIRVON20	3370620	FRCHLD24	3960102	GRUMAVAA1
5760204	EIRVON20	3370622	FRCHLD24	3960103	GRUMAVAA1
5760206	EIRVON20	3370624	FRCHLD24	3960502	GRUMAVAA1
5760207	EIRVON20	3370626	FRCHLD24	0632005	GRUMAVAA5
3280103	EMAIR MA1	3370628	FRCHLD24	3960104	GRUMAVAA5
6070102	EMAIR MA1	3372102	FRCHLDC119	3960105	GRUMAVAA5
3260122	EMB 110	3372106	FRCHLDC119	3952801	GRUMAVG164
3260124	EMB 110	3372108	FRCHLDC119	3960201	GRUMAVG164
3300404	ENSTRMFP28	3373002	FRCHLDF27	3960202	GRUMAVG164
3300405	ENSTRMFP28	3373004	FRCHLDF27	3960203	GRUMAVG164
3300406	ENSTRMFP28	3373006	FRCHLDF27	8052214	GRUMAVG164
3300407	ENSTRMFP28	3373008	FRCHLDF27	8052215	GRUMAVG164
3300412	ENSTRMFP28	3373010	FRCHLDF27	3951202	GRUMAVG21
3300424	ENSTRMFP28	3373016	FRCHLDF27	3951204	GRUMAVG21
3300502	ENSTRMFP28	3371602	FRCHLDM62	0144701	GULSTM112
3300505	ENSTRMFP28	3371604	FRCHLDM62	7630302	GULSTM112
3300507	ENSTRMFP28	3371606	FRCHLDM62	7630303	GULSTM112
3480502	FLEET 168	3371608	FRCHLDM62	7630306	GULSTM112
3480504	FLEET 168	3371609	FRCHLDM62	7630307	GULSTM112
3370202	FRCHLD24	3371610	FRCHLDM62	7630314	GULSTM112
3370204	FRCHLD24	3371612	FRCHLDM62	7630315	GULSTM112
3370206	FRCHLD24	3371614	FRCHLDM62	7630316	GULSTM112
3370208	FRCHLD24	3371616	FRCHLDM62	0141102	GULSTM500
3370210	FRCHLD24	3371618	FRCHLDM62	0141104	GULSTM500
3370212	FRCHLD24	3371620	FRCHLDM62	0141106	GULSTM500
3370214	FRCHLD24	3371622	FRCHLDM62	0141107	GULSTM500
3370216	FRCHLD24	3371624	FRCHLDM62	0141108	GULSTM500
3370218	FRCHLD24	3371626	FRCHLDM62	0141202	GULSTM520
3370220	FRCHLD24	3371628	FRCHLDM62	0141402	GULSTM560
3370222	FRCHLD24	3371630	FRCHLDM62	0141404	GULSTM560
3370224	FRCHLD24	3371632	FRCHLDM62	0141406	GULSTM560
3370302	FRCHLD24	3371634	FRCHLDM62	0141408	GULSTM680
3370304	FRCHLD24	3371636	FRCHLDM62	0141602	GULSTM680
3370402	FRCHLD24	3371638	FRCHLDM62	0141604	GULSTM680
3370404	FRCHLD24	3371640	FRCHLDM62	0141606	GULSTM680
3370406	FRCHLD24	3371642	FRCHLDM62	0141608	GULSTM680
3370408	FRCHLD24	3374004	FRCHLDM62	0141610	GULSTM680
3370410	FRCHLD24	3374006	FRCHLDM62	0141612	GULSTM680
3370412	FRCHLD24	3760104	GENBALAX6	0141802	GULSTM680
3370414	FRCHLD24	3760202	GENBALAX6	0141712	GULSTM680TP
3370416	FRCHLD24	3800335	GLASFLLIBELL	0141714	GULSTM680TP
3370418	FRCHLD24	3800337	GLASFLLIBELL	0141716	GULSTM680TP
3370502	FRCHLD24	3800339	GLASFLLIBELL	0141718	GULSTM680TP
3370504	FRCHLD24	3800341	GLASFLLIBELL	0141720	GULSTM690TP
3370506	FRCHLD24	3800344	GLASFLLIBELL	0141722	GULSTM690TP
3370508	FRCHLD24	3800346	GLASFLLIBELL	3970404	GULSTM690TP
3370510	FRCHLD24	1660104	GRUB ASTIR	3970410	GULSTM690TP
3370512	FRCHLD24	3910101	GRTLKS2T1	3970411	GULSTM690TP
3370514	FRCHLD24	3910102	GRTLKS2T1	7630516	GULSTM690TP

TABLE D-1. SDR AIRCRAFT GROUP NAME - FAA MANUFACTURER/MODEL CODES
(CONTINUED)

FAA	SDR	FAA	SDR	FAA	SDR
0630610	GULSTMAA1	4360130	HILLERUH12	8850408	KUHLOND
0630710	GULSTMAA1	4360135	HILLERUH12	8850410	KUHLOND
0631206	GULSTMAA1	4360809	HILLERUH12	8850412	KUHLOND
0631214	GULSTMAA1	4470402	HUGHES269	8850414	KUHLOND
0631410	GULSTMAAS	4470403	HUGHES269	8850416	KUHLOND
3960105	GULSTMAAS	4470404	HUGHES269	8850418	KUHLOND
3960106	GULSTMAAS	4470406	HUGHES269	8850420	KUHLOND
3960107	GULSTMAAS	4470502	HUGHES269	8850422	KUHLOND
3960124	GULSTMAAS	4470504	HUGHES269	5090204	LAIKFN10
3970104	GULSTMAAS	4470702	HUGHES369	5090206	LAIKFN10
3970106	GULSTMAAS	4470704	HUGHES369	5090208	LAIKFN10
*G1159	GULSTMG1159	4470706	HUGHES369	5170102	LEAK 23
3953505	GULSTMG1159	4470718	HUGHES369	5170302	LEAK 24
3970108	GULSTMG1159	4470720	HUGHES369	5170304	LEAK 24
3952202	GULSTMG159	4470722	HUGHES369	5170306	LEAK 24
3951502	GULSTMG44	4470728	HUGHES369	5170307	LEAK 24
3951504	GULSTMG44	4470730	HUGHES369	5170308	LEAK 24
3951506	GULSTMG44	4470802	HUGHES369	5170309	LEAK 24
3951508	GULSTMG44	4470806	HUGHES369	5170310	LEAK 24
3951802	GULSTMG73	4470905	HUGHES369	5170311	LEAK 24
3960401	GULSTMGA7	*DH104	HWSLYDH104	5170316	LEAK 24
4300302	HELIO H250	2800402	HWSLYDH104	5170317	LEAK 24
4300802	HELIO H295	2800404	HWSLYDH104	5170506	LEAK 25
4300803	HELIO H295	2800406	HWSLYDH104	5170509	LEAK 25
4301101	HELIO H295	2800408	HWSLYDH104	5170511	LEAK 25
4301102	HELIO H295	2800410	HWSLYDH104	5170513	LEAK 25
4301104	HELIO H295	2800412	HWSLYDH104	5170514	LEAK 25
4300102	HELIO H391	2800414	HWSLYDH104	5170516	LEAK 25
4300104	HELIO H391	2800416	HWSLYDH104	5170600	LEAK 35
4300106	HELIO H391	2800417	HWSLYDH104	5170601	LEAK 35
4300202	HELIO H395	2800418	HWSLYDH104	5170602	LEAK 35
4300204	HELIO H395	2800420	HWSLYDH104	5170603	LEAK 35
4300206	HELIO H395	*DH125	HWSLYDH125	1360306	LET L13
3376502	HILLERFH1100	1500204	HWSLYDH125	*1329	LKHEED1329
4360102	HILLERUH12	4210112	HWSLYDH125	5263102	LKHEED1329
4360103	HILLERUH12	4230102	HWSLYDH125	5263104	LKHEED1329
4360104	HILLERUH12	4230112	HWSLYDH125	5263106	LKHEED1329
4360105	HILLERUH12	4230130	HWSLYDH125	5263108	LKHEED1329
4360106	HILLERUH12	4230134	HWSLYDH125	5263110	LKHEED1329
4360107	HILLERUH12	4230160	HWSLYDH125	5263116	LKHEED1329
4360108	HILLERUH12	1440502	HYNES B2	5263119	LKHEED1329
4360109	HILLERUH12	1440504	HYNES B2	5263125	LKHEED1329
4360110	HILLERUH12	1440506	HYNES B2	5261602	LKHEED18
4360111	HILLERUH12	1440508	HYNES B2	5261603	LKHEED18
4360112	HILLERUH12	0142002	ISRAEL1121	5261604	LKHEED18
4360113	HILLERUH12	0142006	ISRAEL1121	5261606	LKHEED18
4360114	HILLERUH12	0142010	ISRAEL1121	5261608	LKHEED18
4360115	HILLERUH12	*1124	ISRAEL1124	5261610	LKHEED18
4360116	HILLERUH12	4500102	ISRAEL1124	5261612	LKHEED18
4360117	HILLERUH12	4500103	ISRAEL1124	5261614	LKHEED18
4360118	HILLERUH12	4690502	JBMSTRDGAI5	5261616	LKHEED18
4360119	HILLERUH12	4690504	JBMSTRDGAI5	5261618	LKHEED18
4360120	HILLERUH12	4690506	JBMSTRDGAI5	5261620	LKHEED18
4360121	HILLERUH12	4690508	JBMSTRDGAI5	5261622	LKHEED18
4360122	HILLERUH12	4690510	JBMSTRDGAI5	5261624	LKHEED18
4360124	HILLERUH12	4690512	JBMSTRDGAI5	5261632	LKHEED18
4360125	HILLERUH12	4690514	JBMSTRDGAI5	5261634	LKHEED18
4360126	HILLERUH12	4690516	JBMSTRDGAI5	5261636	LKHEED18
4360127	HILLERUH12	4690518	JBMSTRDGAI5	5261638	LKHEED18
4360128	HILLERUH12	8850402	KUHLOND	5261640	LKHEED18
4360129	HILLERUH12	8850406	KUHLOND	5261642	LKHEED18

TABLE D-1. SDR AIRCRAFT GROUP NAME - FAA MANUFACTURER/MODEL CODES
(CONTINUED)

FAA	SDR	FAA	SDR	FAA	SDR
5260102	LKHEEDPV1	5870102	MNMITEM18	6402307	NAMER F51
5260104	LKHEEDPV1	5870104	MNMITEM18	6402308	NAMER F51
5260106	LKHEEDPV1	5870106	MNMITEM18	6402309	NAMER F51
5260401	LKHEEDT33	5870108	MNMITEM18	6402310	NAMER F51
5260402	LKHEEDT33	5870202	MOONEYM20	6402314	NAMER F51
5260404	LKHEEDT33	5870204	MOONEYM20	6402502	NAMER NA260
5260406	LKHEEDT33	5870206	MOONEYM20	6402504	NAMER NA260
8190102	LUSCOM8	5870208	MOONEYM20	6402505	NAMER NA260
8190104	LUSCOM8	5870210	MOONEYM20	6402506	NAMER NA260
8190106	LUSCOM8	5870212	MOONEYM20	6402512	NAMER NA260
8190108	LUSCOM8	5870214	MOONEYM20	81922828	NAMER T6
8190110	LUSCOM8	5870216	MOONEYM20	6400402	NAMER T6
8190112	LUSCOM8	5870219	MOONEYM20	6400404	NAMER T6
8190114	LUSCOM8	5870220	MOONEYM20	6400405	NAMER T6
8190116	LUSCOM8	5870302	MOONEYM20	6400406	NAMER T6
8190118	LUSCOM8	5870304	MOONEYM20	6400407	NAMER T6
8190120	LUSCOM8	5870306	MOONEYM20	6400408	NAMER T6
8190122	LUSCOM8	5870308	MOONEYM20	6400410	NAMER T6
8190124	LUSCOM8	5870310	MOONEYM20	6400412	NAMER T6
8190126	LUSCOM8	5870312	MOUNEYM20	6400414	NAMER T6
8190128	LUSCOM8	5870314	MOONEYM20	6400415	NAMER T6
8190130	LUSCOM8	5870316	MOUNEYM20	6400416	NAMER T6
8190132	LUSCOM8	5870601	MOUNEYM20	6400417	NAMER T6
8190154	LUSCOM8	5870605	MOUNEYM20	6400418	NAMER T6
8190198	LUSCOM8	8120412	MRCMTIS205	6400419	NAMER T6
5450702	MARTIN404	5780404	MTSBSIMU2	6400420	NAMER T6
5460102	MAULE M4	5780405	MTSBSIMU2	6400422	NAMER T6
5460104	MAULE M4	5780406	MTSBSIMU2	6400423	NAMER T6
5460105	MAULE M4	5780407	MTSBSIMU2	6400424	NAMER T6
5460106	MAULE M4	5780408	MTSBSIMU2	6400426	NAMER T6
5460108	MAULE M4	5780409	MTSBSIMU2	6400430	NAMER T6
5460112	MAULE M4	5780410	MTSBSIMU2	6400431	NAMER T6
5460114	MAULE M4	5780411	MTSBSIMU2	6400432	NAMER T6
5460116	MAULE M4	5780412	MTSBSIMU2	6400434	NAMER T6
5460128	MAULE M4	5780413	MTSBSIMU2	6400436	NAMER T6
5460130	MAULE M4	5780414	MTSBSIMU2	6400441	NAMER T6
5460132	MAULE M4	5780440	MTSBSIMU2	6400442	NAMER T6
5460133	MAULE M5	5780460	MTSBSIMU2	6120202	NAVAL N3N
5460134	MAULE M5	9230602	MULTECD16	6150118	NAVIONNAVION
5460135	MAULE M5	9230604	MULTECD16	6150132	NAVIONNAVION
5460137	MAULE M5	9230606	MULTECD16	6150134	NAVIONNAVION
5460204	MAULE M5	9230608	MULTECD16	6150136	NAVIONNAVION
5480102	MCLISHFUNK8	9230610	MULTECD16	6150138	NAVIONNAVION
5480104	MCLISHFUNK8	9230612	MULTECD16	6150140	NAVIONNAVION
5480106	MCLISHFUNK8	6400702	NAMER B25	6150142	NAVIONNAVION
5480108	MCLISHFUNK8	6400704	NAMER B25	6150144	NAVIONNAVION
5480202	MCLISHFUNK8	6400705	NAMER B25	6150148	NAVIONNAVION
5480204	MCLISHFUNK8	6400706	NAMER B25	6150160	NAVIONNAVION
5480206	MCLISHFUNK8	6400706	NAMER B25	6150162	NAVIONNAVION
5480208	MCLISHFUNK8	6400710	NAMER B25	6150164	NAVIONNAVION
5650202	MEYERSOTW	6400712	NAMER B25	6150166	NAVIONNAVION
5650204	MEYERSOTW	6400713	NAMER B25	6150168	NAVIONNAVION
5650206	MEYERSOTW	6400714	NAMER B25	6150170	NAVIONNAVION
5650208	MEYERSOTW	6400718	NAMER B25	6150172	NAVIONNAVION
5810102	MNCUUP90	6400719	NAMER B25	6150174	NAVIONNAVION
5810104	MNCUUP90	6402301	NAMER F51	6150176	NAVIONNAVION
5810107	MNCUUP90	6402302	NAMER F51	6150178	NAVIONNAVION
5810108	MNCUUP90	6402303	NAMER F51	8383006	NURU SV4
5810110	MNCUUP90	6402304	NAMER F51	8141608	OKLHELM19
5810130	MNCUUP90	6402305	NAMER F51	8141609	OKLHELM19
5870101	MNMITEM18	6402306	NAMER F51	8141610	OKLHELM19

TABLE D-1. SDR AIRCRAFT GROUP NAME - FAA MANUFACTURER/MODEL CODES
(CONTINUED)

<u>FAA</u>	<u>SDR</u>	<u>FAA</u>	<u>SDR</u>	<u>FAA</u>	<u>SDR</u>
8141612	ORLHELM19	7100602	PIPER J4	7102204	PIPER PA22
8141614	ORLHELM19	7100604	PIPER J4	7102206	PIPER PA22
8141616	ORLHELM19	7100605	PIPER J4	7102208	PIPER PA22
8141618	ORLHELM19	7100606	PIPER J4	7102210	PIPER PA22
05604UH	PICARDAX6	7100608	PIPER J4	7102212	PIPER PA22
7001218	PICARDAX6	7100610	PIPER J4	7102214	PIPER PA22
700122A	PICARDAX6	7100612	PIPER J4	7102216	PIPER PA22
7090103	PILATS84	7100614	PIPER J4	*PA23	PIPER PA23
7090104	PILATS84	7100202	PIPER JS	7102302	PIPER PA23
7106001	PIPER 600	7100204	PIPER JS	7102303	PIPER PA23
7106002	PIPER 600	7100702	PIPER JS	7102304	PIPER PA23
7106010	PIPER 600	7100704	PIPER JS	7102305	PIPER PA23
7106011	PIPER 600	7100706	PIPER JS	7102306	PIPER PA23
7106012	PIPER 600	7100708	PIPER JS	7102308	PIPER PA23
7106014	PIPER 600	7100710	PIPER JS	7102309	PIPER PA23
8360604	PIPER 600	7100712	PIPER JS	7102310	PIPER PA23
8360605	PIPER 600	7101202	PIPER PA12	7102402	PIPER PA24
8360607	PIPER 600	7101204	PIPER PA12	7102403	PIPER PA24
7100402	PIPER J2	7101402	PIPER PA14	7102404	PIPER PA24
7100412	PIPER J2	7101502	PIPER PA15	7102406	PIPER PA24
7100501	PIPER JS	7101602	PIPER PA16	7102407	PIPER PA24
7100502	PIPER JS	7101604	PIPER PA16	7102408	PIPER PA24
7100503	PIPER JS	7101702	PIPER PA17	7102409	PIPER PA24
7100504	PIPER JS	7101802	PIPER PA18	7102502	PIPER PA25
7100506	PIPER JS	7101804	PIPER PA18	7102503	PIPER PA25
7100508	PIPER JS	7101806	PIPER PA18	7102504	PIPER PA25
7100509	PIPER JS	7101808	PIPER PA18	7102508	PIPER PA25
7100510	PIPER JS	7101809	PIPER PA18	7102510	PIPER PA28
7100511	PIPER JS	7101810	PIPER PA18	7102801	PIPER PA28
7100512	PIPER JS	7101811	PIPER PA18	7102802	PIPER PA28
7100514	PIPER JS	7101812	PIPER PA18	7102803	PIPER PA28
7100516	PIPER JS	7101813	PIPER PA18	7102804	PIPER PA28
7100518	PIPER JS	7101814	PIPER PA18	7102805	PIPER PA28
7100519	PIPER JS	7101815	PIPER PA18	7102806	PIPER PA28
7100520	PIPER JS	7101816	PIPER PA18	7102807	PIPER PA28
7100521	PIPER JS	7101818	PIPER PA18	7102808	PIPER PA28
7100522	PIPER JS	7101820	PIPER PA18	7102809	PIPER PA28
7100524	PIPER JS	7101822	PIPER PA18	7102810	PIPER PA28
7100525	PIPER JS	7101824	PIPER PA18	7102811	PIPER PA28
7100526	PIPER JS	7101826	PIPER PA18	7102812	PIPER PA28
7100527	PIPER JS	7101828	PIPER PA18	7102813	PIPER PA28
7100528	PIPER JS	7101830	PIPER PA18	7102814	PIPER PA28
710052P	PIPER JS	7101832	PIPER PA18	7102815	PIPER PA28
7100524	PIPER JS	7101834	PIPER PA18	7102816	PIPER PA28
710052S	PIPER JS	7101836	PIPER PA18	7102817	PIPER PA28
710052T	PIPER JS	7101837	PIPER PA18	7102818	PIPER PA28
7100530	PIPER JS	7101838	PIPER PA18	7102819	PIPER PA28
7100532	PIPER JS	7101850	PIPER PA18	7102824	PIPER PA28
7100534	PIPER JS	7101902	PIPER PA18	7102830	PIPER PA28
7100536	PIPER JS	7101903	PIPER PA18	*PA30	PIPER PA30
7100538	PIPER JS	7101904	PIPER PA18	7103002	PIPER PA30
7100540	PIPER JS	7101906	PIPER PA18	7103015	PIPER PA30
7100541	PIPER JS	7102002	PIPER PA20	7103902	PIPER PA30
7100542	PIPER JS	7102004	PIPER PA20	7104002	PIPER PA30
7100544	PIPER JS	7102006	PIPER PA20	*PA31	PIPER PA31
7100546	PIPER JS	7102008	PIPER PA20	7103102	PIPER PA31
7100548	PIPER JS	7102010	PIPER PA20	7103103	PIPER PA31
7100550	PIPER JS	7102012	PIPER PA20	7103104	PIPER PA31
7100552	PIPER JS	7102016	PIPER PA20	7103105	PIPER PA31
7101102	PIPER JS	7102202	PIPER PA22	7103110	PIPER PA31
7101104	PIPER JS	7102203	PIPER PA22	7103120	PIPER PA31

TABLE D-1. SDR AIRCRAFT GROUP NAME - FAA MANUFACTURER/MODEL CODES
(CONTINUED)

<u>FAA</u>	<u>SDR</u>	<u>FAA</u>	<u>SDR</u>	<u>FAA</u>	<u>SDR</u>
7103124 PIPER PA31T	7630515 RKWELL690TP			8050108 SCWZERSG1	
7103126 PIPER PA31T	7630520 RKWELL700			8050110 SCWZERSG1	
7103127 PIPER PA31T	*NA265 RKWELLNA265			8050111 SCWZERSG1	
7103128 PIPER PA31T	6402602 RKWELLNA265			8050112 SCWZERSG1	
7103206 PIPER PA32	6402604 RKWELLNA265			8050113 SCWZEKSG1	
7103207 PIPER PA32	6402606 RKWELLNA265			8050114 SCWZEKSG1	
7103208 PIPER PA32	6402608 RKWELLNA265			8050116 SCWZEKSG1	
7103209 PIPER PA32	6402610 RKWELLNA265			8050118 SCWZERSG1	
7103210 PIPER PA32	6402612 RKWELLNA265			8050120 SCWZERSG1	
7103211 PIPER PA32	6402614 RKWELLNA265			8050122 SCWZERSG1	
7103212 PIPER PA32	6402618 RKWELLNA265			8050124 SCWZEKSG1	
7103213 PIPER PA32	7630101 RKWELLNA265			8050126 SCWZERSG1	
7103214 PIPER PA32	7630104 RKWELLNA265			8050146 SCWZERSG1	
7103215 PIPER PA32	7630106 RKWELLNA265			8050147 SCWZERSG1	
7103216 PIPER PA32	7630107 RKWELLNA265			8050148 SCWZERSG1	
7103218 PIPER PA32	7630108 RKWELLNA265			8050149 SCWZEKSG1	
7103220 PIPER PA32	7640102 RULSINK22			8050151 SCWZEKSG1	
7103222 PIPER PA32	3801206 ROLSCHLS			8050153 SCWZEKSG1	
*PA34 PIPER PA34	3801208 ROLSCHLS			8050501 SCWZEKSG1	
7103404 PIPER PA34	3801211 ROLSCHLS			8050502 SCWZERSG1	
7103405 PIPER PA34	3801213 ROLSCHLS			8050504 SCWZERSG1	
7103406 PIPER PA34	3801214 ROLSCHLS			8050515 SCWZEKSG1	
7103407 PIPER PA34	3801250 ROLSCHLS			8053604 SCWZEKSG1	
7103408 PIPER PA34	7830502 RYAN ST3			8050202 SCWZERSG2	
7103420 PIPER PA34	7830504 RYAN ST3			8050204 SCWZERSG2	
7103602 PIPER PA36	7830506 RYAN ST3			8050206 SCWZEKSG2	
7103610 PIPER PA36	7830402 RYAN STA			8050207 SCWZERSG2	
7103612 PIPER PA36	7830404 RYAN STA			8050210 SCWZERSG2	
7103614 PIPER PA36	38015H2 SCHLERAS15			8050602 SCWZEKSG2	
7103812 PIPER PA38	38015M2 SCHLERAS15			8050604 SCWZEKSG2	
7104202 PIPER PA42	3801505 SCHLERAS19			8050606 SCWZEKSG2	
*PA44 PIPER PA44	3801508 SCHLERAS19			8050608 SCWZEKSG2	
7104402 PIPER PA44	3801503 SCHLERAS20			8050610 SCWZEKSG2	
7104404 PIPER PA44	3801506 SCHLERAS20			8050612 SCWZERSG2	
0140302 PKOPJT200	3801559 SCHLERK8			8050614 SCWZEKSG2	
0140304 PKOPJT200	3801563 SCHLERK8			8051404 SCWZERSG2	
0140306 PKOPJT200	3801567 SCHLERK8			8051604 SCWZEKSG2	
0140308 PRUPJT200	38019VK SCHLERK8			8051606 SCWZEKSG2	
0140312 PKOPJT200	38019VL SCHLERK8			8070802 SEMCO CLNGER	
0140314 PKOPJT200	3801525 SCHLERKAG			8071701 SEMCO MODELT	
5650302 PKOPJT200	3801528 SCHLERKAG			8141602 SARSKYS55	
5650304 PKOPJT200	3801530 SCHLERKAG			8141604 SARSKYS55	
5650306 PKOPJT200	3801533 SCHLERKAG			8141606 SARSKYS55	
5650308 PRUPJT200	3801535 SCHLERKAG			8141615 SARSKYS55	
5650310 PKOPJT200	3801536 SCHLERKAG			8141616 SARSKYS55	
6480116 RANKING5	3801537 SCHLERKAG			8141618 SARSKYS55	
6480118 RANKING5	3801540 SCHLERKAG			814161J SARSKYS55	
6480120 RANKING5	3801542 SCHLERKAG			8141622 SARSKYS55	
6480122 RANKING5	3801545 SCHLERKAG			8141630 SARSKYS55	
6480124 RANKING5	3801554 SCHLERKAG			8141632 SARSKYS55	
7480502 RAVEN RX6	3952702 SCWZERG164			8141801 SARSKYS58	
05604xT RAVEN S50	3952704 SCWZERG164			8141802 SARSKYS58	
05604XW RAVEN S50	3952802 SCWZERG164			8141804 SARSKYS58	
7480204 RAVEN S50	3952803 SCWZERG164			8141806 SARSKYS58	
7480204 RAVEN S50	8050101 SCWZERSG1			8141808 SARSKYS58	
7480402 RAVEN S55	8050102 SCWZERSG1			8141811 SARSKYS58	
0560477 RAVEN S60	8050103 SCWZERSG1			8141814 SARSKYS58	
7480604 RAVEN S60	8050104 SCWZERSG1			8141815 SARSKYS58	
7480606 RAVEN S60	8050105 SCWZERSG1			814181A SARSKYS58	
7480610 RAVEN S60	8050106 SCWZERSG1			8141831 SARSKYS58	
7630410 RKWELL500	8050107 SCWZERSG1			8141836 SARSKYS58	

TABLE D-1. SDR AIRCRAFT GROUP NAME - FAA MANUFACTURER/MODEL CODES
(CONTINUED)

FAA	SDR	FAA	SDR	FAA	SDR
8141837	SARSKYS58	8631514	STNSONSR9	8850326	TCAFTBF
8141839	SKRSKYS58	8631516	STNSONSKY	8850328	TCAFTBF
8141803	SKRSKYS58T	8631518	STNSUNSK9	8850330	TCAFTBF
8141805	SKRSKYS58T	8631520	STNSONSK9	8850332	TCAFTBF
8141807	SKRSKYS58T	8631522	STNSONSK9	8850334	TCAFTBF
8141840	SKRSKYS58T	8631524	STNSUNSR9	8850336	TCAFTBF
8141842	SKRSKYS58T	8631526	STNSUNSK9	8850338	TCAFTBF
8143006	SKRSKYS76	8631528	STNSUNSR9	8850340	TCAFTBF
0140202	SLINDS100	8631802	STNSONV77	8850342	TCAFTBF
0140203	SLINDS100	8631804	STNSONV77	8850344	TCAFTBF
0140204	SLINDS100	3080202	STOLAMRC3	8850346	TCAFTBL
0140208	SLINDS100	3080203	STOLAMRC3	8850348	TCAFTBL
0140210	SLINDS100	3080204	STOLAMRC3	8850350	TCAFTBL
9550102	SLINDS100	3080206	STOLAMRC3	8850352	TCAFTBL
9550104	SLINDS100	5410102	STOLAMRC3	8850354	TCAFTBL
9550112	SLINUS100	8730202	SUPAC LA	8850356	TCAFTBL
8360602	SMITH 600	8730204	SUPAC LA	8850358	TCAFTBL
8360604	SMITH 600	8730206	SUPAC LA	8890402	TEMCO 11A
8360605	SMITH 600	8730208	SUPAC LA	8890404	TEMCO 11A
8360606	SMITH 600	8730302	SUPAC V	8970105	THUNDRAZ7
8360607	SMITH 600	8730304	SUPAC V	8970106	THUNDRAZ7
8360802	SMITH 600	8730306	SUPAC V	8970107	THUNDRAZ7
8360806	SMITH 600	8730308	SUPAC V	8970108	THUNDRAZ7
8680801	SNIAS 350	*SA226	SWRNGNSA226	8970110	THUNDRAZ7
8680802	SNIAS 350	8780122	SWRNGNSA226	6150104	TMPSONNAVION
8680803	SNIAS 350	8780402	SWRNGNSA226	6150106	TMPSONNAVION
8680506	SNIAS SA318	8780404	SWRNGNSA226	6150108	TMPSONNAVION
8680508	SNIAS SA318	8780405	SWRNGNSA226	6150110	TMPSONNAVION
8680511	SNIAS SA318	8780406	SWRNGNSA226	6150112	TMPSONNAVION
8402842	SOCATAMS894	*SA26	SWRNGNSA26	6150114	TMPSUNNAVION
8400125	SUCATARALLYE	8780102	SWRNGNSA26	6150116	TMPSUNNAVION
8400131	SUCATARALLYE	8780112	SWRNGNSA26	6150120	TMPSUNNAVION
8400135	SUCATAKALLYE	8850202	TCAFTBC	6150122	TMPSUNNAVION
38019VC	SPHRTCH1RRUS	8850302	TCAFTBC	6150146	TMPSUNNAVION
38019VE	SPHRTCH1RRUS	8850304	TCAFTBC	1181062	TOMCAT47BELL
3801943	SPHRTHN1MRUS	8850306	TCAFTBC	2390101	TOMCAT47BELL
3801925	SPHRTHN1MRUS	8850308	TCAFTBC	2390102	TOMCAT47BELL
38019VD	SPHRTHN1MRUS	8850310	TCAFTBC	2390202	TOMCAT47BELL
38019VF	SPHRTHN1MRBUS	8850312	TCAFTBC	2390204	TOMCAT47BELL
38019VG	SPHRTHN1MRBUS	8850314	TCAFTBC	0190402	TKYTEKK
38019VJ	SPHRTHN1MRBUS	8850316	TCAFTBC	0190404	TKYTEKK
8100602	STROSSD3	8850318	TCAFTBC	9230102	UNIVACGC1
8110102	STROSSD3	8850320	TCAFTBC	9230104	UNIVACGC1
8632002	STNSON10	8850321	TCAFTBC	9230106	UNIVACGC1
8632004	STNSON10	8850322	TCAFTBC	9230108	UNIVACGC1
8632102	STNSON10	8850323	TCAFTBC	9230110	UNIVACGC1
8632104	STNSON10	8850324	TCAFTBC	9230112	UNIVACGC1
8632106	STNSON10	9230902	TCAFTBC	9230402	UNIVAR108
8630202	STNSUNL5	9230904	TCAFTBC	9230404	UNIVAR108
8630204	STNSUNL5	9230906	TCAFTBC	9230406	UNIVAR108
8630206	STNSUNL5	9230908	TCAFTBC	9230408	UNIVAR108
8630208	STNSUNL5	9230910	TCAFTBC	9230412	UNIVAR108
8630210	STNSUNL5	9230912	TCAFTBC	9230414	UNIVAR108
8630212	STNSUNL5	9230914	TCAFTBC	9230416	UNIVAR108
8630214	STNSUNL5	9230916	TCAFTBC	9230418	UNIVAR108
8631502	STNSUNSK9	9230918	TCAFTBC	0420102	UNIVAR415
8631504	STNSUNSR9	9230920	TCAFTBC	0420104	UNIVAR415
8631506	STNSUNSK9	9230922	TCAFTBC	0420202	UNIVAR415
8631508	STNSUNSK9	9230924	TCAFTBC	0420204	UNIVAR415
8631510	STNSUNSK9	9230926	TCAFTBC	0420302	UNIVAR415
8631512	STNSONSK9	9230928	TCAFTBC	0420304	UNIVAR415

TABLE D-1. SDR AIRCRAFT GROUP NAME - FAA MANUFACTURER/MODEL CODES
(CONTINUED)

<u>FAA</u>	<u>SDR</u>	<u>FAA</u>	<u>SDR</u>	<u>FAA</u>	<u>SDR</u>
0420306	UNIVAR415	0190718	WAGNER65		
0420308	UNIVAR415	0190920	WAGNER65		
0420310	UNIVAR415	0190922	WAGNER65		
0420312	UNIVAR415	0190924	WAGNER65		
0420314	UNIVAR415	0190926	WAGNER65		
0420316	UNIVAR415	0190928	WAGNER65		
0420318	UNIVAR415	0190930	WAGNER65		
0420320	UNIVAR415	0190932	WAGNER65		
0420322	UNIVAR415	0190934	WAGNER65		
0420324	UNIVAR415	9630404	WTHKLY201		
0420326	UNIVAR415	9630406	WTHKLY201		
0420328	UNIVAR415	9630408	WTHKLY201		
0420330	UNIVAR415	9630410	WTHKLY201		
0420332	UNIVAR415				
0420334	UNIVAR415				
0420336	UNIVAR415				
0420338	UNIVAR415				
0420340	UNIVAR415				
0420402	UNIVAR415				
0420404	UNIVAR415				
0420406	UNIVAR415				
0420408	UNIVAR415				
0420410	UNIVAR415				
0420502	UNIVAR415				
0420504	UNIVAR415				
0420702	UNIVAR415				
0420722	UNIVAR415				
0540102	UNIVAR415				
0540104	UNIVAR415				
5872014	UNIVAR415				
5872018	UNIVAR415				
5940202	VARGA 2150				
5940204	VARGA 2150				
9350102	VARGA 2150				
9470204	VICKER745				
9470402	VICKER745				
9470404	VICKER745				
9470602	VICKER745				
9601202	WACU ASU				
9600702	WACO GAE				
9600304	WACU R				
9600422	WACU R				
9600306	WACU U				
9600404	WACU U				
9600405	WACU U				
9600508	WACU U				
9600510	WACU U				
9601302	WACO UPF7				
9601304	WACU UPF7				
9600816	WACU YK				
9600818	WACU YK				
9600832	WACU YK				
9600834	WACO YK				
9600835	WACO YK				
9600836	WACO YK				
9600838	WACO YK				
9600840	WACO YK				
0190406	WAGNER65				
0190712	#AGNEK65				
0190714	WAGNER65				
0190716	WAGNEK65				

APPENDIX E.

SDR ENGINE GROUP NAME - FAA MANUFACTURER/MODEL CODE TABLE

THIS TABLE SHOWS THE CORRESPONDENCE BETWEEN THE SERVICE DIFFICULTY REPORTING (SDR) ENGINE GROUP NAMES AND THE FAA ENGINE MANUFACTURER/MODEL (MM) CODES AND APPEARS IN ALPHABETICAL ORDER BY SDR NAME. THE SDR NAMES COMBINE MM CODES FOR ENGINES OF SIMILAR DESIGN INTO GROUPS FOR ANALYTIC PURPOSES. THE TABLE CONTAINS ENTRIES FOR ALL THE SDR NAMES APPEARING IN THE ENGINE STATISTICS TABLE IN THE BODY OF THIS REPORT.

TABLE E-1. SDR ENGINE GROUP NAME - FAA MANUFACTURER/MODEL CODES

SDR	FAA	SDR	FAA	SDR	FAA
ALLSN 250C	03002	CONT 0520	*0520	JACOBSSR915	35005
ALLSN 250C	03011	CONT 0520	17032	LYC LTS101	41560
ALLSN 250C	03013	CONT 0520	17035	LYC U145	41501
ALLSN 501D	*501D	CONT 0520	17040	LYC 0145	41502
ALLSN 501D	03004	CONT R670	17016	LYC 0145	41503
ALLSN 501D	03005	CONT R670	17018	LYC 0235	41505
ALLSN 501D	03006	DHAVXXGIPSY	20004	LYC 0290	41506
AMTRMCNCCULH	42501	FCD 6440	26003	LYC 0320	41500
ARSRCHTFE731	*TPE7	FRNKLN4AC150	27002	LYC 0320	41508
ARSKCHTFE731	01518	FRNKLN4AC150	27003	LYC 0320	41509
ARSRCHTPE331	*TPE3	FRNKLN4AC150	27004	LYC 0340	41510
ARSRCHTPE331	01502	FRNKLN4AC176	27006	LYC 0360	41504
ARSRCHTPE331	01506	FRNKLN4AC176	27007	LYC 0360	41511
ARSRCHTPE331	01508	FRNKLN4AC199	27008	LYC 0360	41513
ARSRCHTPE331	01510	FRNKLN4AC199	27009	LYC 0360	41514
ARSRCHTPE331	01512	FRNKLN4AC199	27010	LYC 0360	41515
CONT 6285	17038	FRNKLN6A4150	27024	LYC 0360	41522
CONT 975	17037	FRNKLN6A4165	27025	LYC 0360	41524
CONT A40	17001	FRNKLN6A4200	27027	LYC 0435	*0435
CONT A50	17002	FRNKLN6A8215	27030	LYC 0435	41516
CONT A65	17003	FRNKLN6AV335	27020	LYC 0435	41517
CONT A75	17005	FRNKLN6AV350	27043	LYC 0435	41518
CONT A80	17006	FRNKLN6V4	27033	LYC 0435	41519
CONT C125	17011	FRNKLN6V6245	27036	LYC 0435	41520
CONT C145	17012	FRNKLN6VS335	27040	LYC 0435	41521
CONT C85	17008	GE CF700	*CF70	LYC 0435	41523
CONT C90	17009	GE CF700	30010	LYC 0435	41525
CONT E185	17014	GE CJ610	*CJ61	LYC 0435	41526
CONT E225	17015	GE CJ610	30002	LYC 0480	41527
CONT O200	17020	GE CJ805	*CJ80	LYC 0480	41529
CONT O300	17022	GE CJ805	30004	LYC 0540	*0540
CONT O300	17024	GE CT58	*CT58	LYC 0540	41531
CONT O346	17033	GE CT58	30001	LYC 0540	41532
CONT O360	17023	GE CT58	30008	LYC 0540	41533
CONT U360	17025	GLADENKS	37503	LYC U540	41534
CONT O470	*O470	GLADENRS	37504	LYC U540	41535
CONT O470	17026	JACOBPK755	35006	LYC 0540	41538
CONT O470	17027	JACOBPR755	35007	LYC 0541	41536
CONT O470	17028	JACOBPR755	35008	LYC 0541	41539
CONT O470	17029	JACOBSSK755	35003	LYC U720	41546

TABLE E-1. SDR ENGINE GROUP NAME - FAA MANUFACTURER/MODEL CODES
(CONTINUED)

SDR	FAA	SDR	FAA	SDR	FAA
LYC R680	41540	OTHER	67032	RROYCEDART	54506
LYC R680	41541	OTHER	67033	RROYCEDART	54507
LYC R680	41542	OTHER	67034	RROYCEDART	54508
LYC R680	41543	OTHER	67037	RROYCEDART	54509
LYC R680	41544	OTHER	67038	RROYCEDART	54522
LYC R680	41545	OTHER	67050	RROYCEDART	54553
LYC T53	41552	OTHER	99999	RROYCE&GIPSY	20005
MNASCO C4	43504	PCKARDV1650	49001	RROYCE&GIPSY	20006
ONAN 848	99999	PWA JT12	*JT12	RROYCE&GIPSY	20007
OTHER "AVON		PWA JT12	52042	RROYCE&R211	*R21
OTHER "BAST		PWA JT12	52052	RROYCE&R211	44554
OTHER "CP6		PWA JT15	52060	RROYCE&R211	54554
OTHER "R182		PWA JT15	52112	RROYCESPEY	*SPEY
OTHER "R335		PWA JT3C	*JT3C	RROYCESPEY	54519
OTHER 00585		PWA JT3C	52036	RROYCESPEY	54521
OTHER 01505		PWA JT3D	*JT3D	RROYCESPEY	54523
OTHER 03003		PWA JT3D	52039	RROYCEVIPER	*VIPER
OTHER 03010		PWA JT4	*JT4	RROYCEVIPER	10201
OTHER 03012		PWA JT4	52037	RROYCEVIPER	54550
OTHER 04501		PWA JT8	*JT8	RROYCEVIPER	54552
OTHER 17013		PWA JT8	52044	TMECA ARTST3	60003
OTHER 17030		PWA JT8	52046	TMECA AST14T	60014
OTHER 17037		PWA JT8	52048	TMECA AST18	60020
OTHER 20003		PWA JT8	52049	TMECA AST2T	60006
OTHER 26002		PWA JT9	*JT9	TMECA AST3	60007
OTHER 27005		PWA JT9	52050	WARNEK165	64504
OTHER 27011		PWA PT6	*PT6	WARNER185	64505
OTHER 27026		PWA PT6	52043	WARNER50	64503
OTHER 30005		PWA PT6	61501	WRIGHTJ5	67007
OTHER 30020		PWA PT6	61503	WRIGHTTR760	67009
OTHER 31701		PWA PT6	61504	WRIGHTTR760	67010
OTHER 37002		PWA PT6	61506	WRIGHTTR760	67011
OTHER 41549		PWA PT6	61507	WRIGHTTR975	67012
OTHER 42555		PWA PT6T	52045	WRIGHTTR975	67015
OTHER 49707		PWA PT6T	61502		
OTHER 49708		PWA R1340	*R134		
OTHER 51001		PWA R1340	52009		
OTHER 52001		PWA R1340	52010		
OTHER 52047		PWA R1340	52011		
OTHER 54501		PWA R1340	52012		
OTHER 54510		PWA R1340	52016		
OTHER 54517		PWA R1830	*R183		
OTHER 60002		PWA R1830	52017		
OTHER 60004		PWA R1830	52018		
OTHER 60005		PWA R1830	52019		
OTHER 60008		PWA R1830	52020		
OTHER 60009		PWA R2000	*R200		
OTHER 60012		PWA R2000	52021		
OTHER 60014		PWA R2000	52023		
OTHER 60030		PWA R2800	*R280		
OTHER 67018		PWA R2800	52024		
OTHER 67019		PWA R2800	52025		
OTHER 67021		PWA R2800	52026		
OTHER 67024		PWA R985	*R985		
OTHER 67025		PWA R985	52006		
OTHER 67026		PWA R985	52007		
OTHER 67027		PWA R985	52008		
OTHER 67028		RROYCEDART	*DART		
OTHER 67029		RROYCEDART	54503		
OTHER 67030		RROYCEDART	54504		
OTHER 67031		RROYCEDART	54505		

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